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American Railroad Journal.

New York, Saturday, April 2, 1864.

Currency of Russia.

It is well known that the currency of Russia consists almost exclusively of paper. Travellers complain of the variety of colored notes which there represent money, and of their ragged and dirty appearance. We are also beginning to know something of the unpleasantness of carrying such symbols about us, since the disappearance of silver small change from circulation. We hear nothing of its being exported in large quantities abroad like gold, unless we take into account the dollars and half dollars which have found their way into the Canadas, and we imagine that it exists among us in shape of hoards not to be seen again in broad day light, till our paper money is again convertible into gold on demand.

Russian finance has at this moment something of the character of our own, and therefore is worthy of notice by all those who are interested in our national finance.

On examining our foreign files we perceive that

an article which lately appeared in the *Revue des deux Mondes*, on this subject, created great uneasiness at St. Petersburg, and led to an animated discussion in the leading Russian journals. The motive of the author of the article was charged to have been a malicious one, and among those who have appeared in the conflict to defend the Russian system is M. Raffalovich, a rich banker of Odessa, who to great possessions adds a large experience in business, and a thorough knowledge of the resources of his Country. It is to his views we propose to give our attention, as far as we are able to comprehend them from the translation of his memoir as it appears in the English journals.

Like all other Bankers he is opposed to the issuing of paper money by any but by banking institutions, and yet he considers that the paper currency of Russia is not excessive, not being in all but six hundred and thirty five millions of roubles (the rouble at 75 cts.) while that of England is one thousand millions of francs (20 cents each) that of France something less, so that of Russia is really but a very little greater. Mr. Raffalovich maintains the necessity of this large circulation, from the fact that there is no such system of rapid intercommunication in Russia as exists in France and England, that the distances between commercial centres are enormous, and there is a great lack of a good system of banking. Russia contains seventy millions of people, and to traverse the Empire between its commercial bounds, requires fifty and sixty days. On the contrary, in France and England a man may almost pass from one end to the other in a couple of days and nights. Payments of money in Russia are always made in bank notes, and not in checks or drafts, and these are kept in the pocket ready to be used. Money orders are unknown, the monies received by the Government for taxes are not immediately disbursed, but remain for some time in the districts where they are collected, before they reach the treasury.

It is therefore contended that an immense amount of paper money is constantly withheld from circulation, and that the real quantity passing from hand to hand is but little more than one third of the whole issue.

One of the most curious points discussed by the

writer is the effect of paper money on exchange. The article in the *Revue* maintains that the quantity of paper money afloat in a country acts injuriously in its exchange. The Russian banker maintains the opposite, and asserts that exchange depends upon the exportation of products. Thus he says in 1856 and 1857 when the paper currency of Russia was greater than it is now, and could not be exchanged for gold, exchange on Paris was favorable to the Russian bourse, and that it was entirely caused by the increased exportation of Russian products. He asserts that the flow of Russian capital to other markets, in consequence of the reduction of the interest in Bank deposits at home, the increase of imports over exports, caused partly by the reduction of the tariff, and the drain of funds to supply the wants of travellers, who are permitted to go abroad with greater freedom than formerly, are the real causes of the unfavorable condition of Russian exchanges at the present moment.

These conditions of Russian finance somewhat resemble our own. We see paper money in quantities unknown before in this Country, and our imports exceeding our exports every week, by a very large difference.

These imports, many of them purely articles of luxury and fashion, find ready purchasers at any price, because paper money is so plentiful, and though it has to be reduced to gold to pay the cost of the imports abroad, there is margin enough left for a large profit to the importers. The business thus transacted is however very much like passing a coal of fire from hand to hand, each one pushing it to his neighbor as quickly as possible, and so rapid is the movement, that no one holds it long enough to burn himself. If by any change our exports were equal to our imports, there would be no balance in gold to be remitted. This simple proposition can not be disputed. How far it would be wise to attempt by legislation to bring about the equalization, remains for consideration. Doubling the duties on all articles of luxury, has been suggested. The effect of this would be to leave the revenue very much as it is. If half our imports were cut off, and the duties on the remainder doubled, the revenue would be the same. Those persons only who are getting rich, or have become rich in paper would be able or willing to

purchase wines at five or ten dollars a bottle, or Smyrna grapes at one dollar a pound. Easy come and lightly go is the motto of the suddenly made rich, but as political economists, we have but little sympathy for their imaginary wants.

It is the hard working, industrious, saving, prudent people who really accumulate the true wealth of the nation, who fill its reservoirs, and keep them full, and not those who with the fury of a suddenly swollen mountain torrent, come rushing over the old land marks of business, sweep on with resistless power, and suddenly disappear from view, leaving wrecks and ruins behind them where they have passed. We are certainly at a very critical moment in our financial affairs, having as we believe issued as much paper for circulation as the Country can bear. Russia congratulates herself on her great and inexhaustible resources, and so may we with even greater cause, for the mines of Russia are surpassed by ours. Our internal transportation, natural and artificial is perfect, our soil is superior, and above all, our enterprise is unchecked, and seizing opportunity generally comes off victorious.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS.

For the half-year ending 31st December, 1863.

Earnings of the half-year £477,839
Deduct ordinary working expenses 275,078

Net balance over ordinary working expenses £202,766
Deduct renewals of permanent way charged to revenue in the half-year 87,037

Net balance £165,729

The gross receipts from traffic and all other sources for the half-year have been £477,839, as against £439,361 for the corresponding half of 1862, or an increase of £38,478, or 8.76 per cent. This increase has been obtained in the face of unusually low rates for freight throughout the fall and winter, caused by depressed prices of produce, and by the navigation of the St. Lawrence and the lakes having been kept open, owing to the mildness of the early winter season, until the close of the year. Thus the winter rates, fixed at a higher scale when the navigation is closed, could not be put into operation as heretofore about the first week in November. The estimates formed of the harvest in 1863 in Canada and the Western States have also not been fully realized. From these causes it will be noticed that while the total tonnage of freight carried during the half year has been 372,984 tons, as compared with 325,337 tons in 1862, the receipts have only been £282,067, as against £286,273. Thus, the freight of the December half of 1862 yielded an average receipt of 17s. 7d. per ton, while that of 1863 only yielded 15s. 1d. per ton.

The passenger receipts, on the other hand, show a very gratifying increase: the number of passengers of all classes carried having been 529,723, as against 453,926 in the last half of 1862, or an increase of 75,797 or 16.69 per cent. The money earned has been £170,484, as against £127,180, or an increase of £43,304, or 34.05 per cent. Thus, while in 1862 the average receipt per passenger was 5s. 7d., that of 1863 has been 6s. 5d. As the company's local passenger charges have been reduced in many cases, it will be seen that this increase has been caused by the conveyance of a larger proportion of "through" or long distance traffic.

The amount carried into the accounts for "Postal Service" is merely nominal, no settlement having yet been arrived at with the Government of Canada, which is matter of deep regret. This delay has seriously affected the company's financial position, preventing it from giving that increased accommodation which the trade of the

Province stands so much in need of, and has also involved great hardship upon the late creditors of the company, who gave up claims and securities in order to promote the interests of the undertaking, and in the confident hope of that just and early arrangement, so often promised, hitherto without accomplishment.

The ordinary working expenses show a total outlay of £275,078, as against £262,307 in 1862, or an increase of £12,766, or 4.86 per cent., expended in earning an increase of £38,478, or 8.76 per cent.

The per centage of ordinary working expenses in 1863 is 57.56 per cent., as against 59.68 per cent. in 1862.

The following statement shows the per centage rate of ordinary working expenses since 1861, inclusive:—

	June Half Year.	Dec. Half Year.
1861.....	87.32 per cent.	68.64 per cent.
1862.....	77.23 "	59.68 "
1863.....	63.87 "	57.56 "

The following statement shows the progress of the net revenue of the company since 1859:—

Year.	Expenses				Yearly Total.
	Miles open.	Earn- ing.	including renewals.	Revenue balance.	
1859—June.	880	223,930	203,062	20,867	73,537
" Dec.	880	282,939	230,448	52,490	
1860—June.	978	314,811	268,810	46,000	102,684
" Dec.	978	367,847	311,163	56,684	
1861—June.	1,090	347,110	300,324	46,785	142,492
" Dec.	1,090	419,469	323,701	95,767	
1862—June.	1,090	382,992	319,556	63,436	170,233
" Dec.	1,090	439,361	332,563	106,797	
1863—June.	1,090	434,339	310,166	124,173	289,901
" Dec.	1,090	477,838	312,110	165,728	

From the net profit of the half-year, viz., £165,728 7s. 3d., there has to be deducted the [nominal] amount of £13,104 5s. 11d. for postal and military service receipts, and £20,032 17s. 4d. for loss on American currency, leaving [including the balance carried forward from last half year of £185 19s.] £132,777 3s., which has been applied, or is now applicable, as follows:—

Interest, &c., paid on land	£1,986	1	4
Do. on mortgage to Bank of Upper Canada	4,423	16	2
Do. Promissory notes, European Exchange	1,712	13	6
Do. British American Land Co.'s debentures	616	8	9
Do. Montreal Seminary debentures	616	8	9
Do. Island Pond debentures	2,700	0	0
Half yearly instalment Portland Sinking Fund	2,311	12	4
	£14,367	0	10
Atlantic and St. Lawrence lease	£31,992	4	2
Detroit Line lease ...	11,250	0	0
	43,252	4	2
First preference bond interest for half-year	49,920	15	0
Second pref., bond interest for half year.	24,715	0	0
	74,635	15	0
Balance carried forward to next account	532	3	0
	£132,777	3	0

As already announced, the half-year's interest accruing on the First and Second Preference Bonds to the 31st December last, will be paid on and after the 15th April, on the presentation of the coupons at the Company's bankers, and the certificates for the arrears to be capitalized for the first half-year on the 2nd Preference Bonds, and for the whole year on the 3rd and 4th Preference Stock, will be subsequently issued.

The improvement of the Permanent Way by strengthening and renewal has progressed rapidly during the half-year. No less than 80½ miles of line relaid with heavier rails fished at the joints have been renewed, as against 54½ miles in the

corresponding half of 1862. The total length of line relaid in the year 1863 has been 125½ miles, or nearly one-eighth of the whole length of the Grand Trunk Railway system. The length laid in 1862 was 80½ miles. The number of new sleepers or ties, laid in, was in 1862, 302,172, and in 1863, 405,001.

The Board now consider that the time has arrived for distributing the extra charges involved in reconstructing portions of the main line to their proper accounts, and for commencing the proposed "Renewal Account" to be gradually extinguished out of Revenue. Therefore, the sum of £8,622 has been charged to capital for additional weight of iron and for fish plates, and £26,035 has been placed to such "Renewal Account."

Arrangements are in progress for the manufacture, under contract, of steel and steel-headed rails, to be laid down in place of iron rails on the main line; and the information and reports which the Board have received confirm their previous impression of the greatly superior endurance of the proposed new material. The proved results on the London and North Western Line afford most valuable evidence; it has, in fact, been found, as stated by the Chairman of the London and North-Western Company at their recent half-yearly meeting, that the new rails laid down on the busiest portions of their Line have already lasted ten times as long as the ordinary iron rails.

Assuming results at all approaching to these experiences, it may be estimated that a great future economy in cost can be achieved on the Grand Trunk Main Lines, by a comparatively small additional outlay on first cost of Renewal: and it will undoubtedly be so much added to the improved and solid value of the property.

It is proposed for the future to charge direct to Revenue £70,000 a year for Renewals, and to carry the excess outlay in the next two years to the "Renewal Account," and so far as the extra cost of "fishing" and of steel are concerned, to Capital.

The Company's practical officers report that a regular charge to Revenue of £70,000 per annum, equal to the renewal of 80 miles a year of improved and strengthened road, will in the course of five years overtake and extinguish the Renewal Account established. But it will be observed that such an account involves the provision of so much available Capital to meet the first outlay to be so extinguished.

The outlay on Capital Account for additions to the plant and property of the Company has been £47,182, as against £18,142 for 1862. The former sum includes the cost of 99 new freight cars, two new sleeping cars, and two new engines, being part of the additional plant proposed to be provided in the last Report confirmed by the Bond and Shareholders.

The large and steady increase in the traffic will compel further additions to the means of conveyance, and enlarged station accommodation at various points.

The Board are happy to report that the Canadian government have released the £42,500 Second Preference Bonds previously retained, enabling the use of these securities for similar necessary outlay.

As the Equipment Mortgage Bonds authorized by the Arrangements Act of 1862 are to be offered in the first instance to Bond and Shareholders, the Board propose to permit applications for the early issue of a moderate portion of this capital.

An addition to Bond capital for unpaid interest on Bonds has been made in the accounts, under the terms of the Arrangements Act, 1862.

The issue of Postal and Military Service Bonds to the Company's creditors now appears in the Capital Account; as also the issue of Fourth Preference stock.

The long-pending claim of Mr. Turcotte in connection with the Three Rivers Branch has, during the half-year, been amicably settled, and the outstanding claims not disposed of in Canada are now of a very trifling amount.

As the Arrangements Act provides for the General Meetings at which the Accounts are sub-

mitted being held in April and October, it will be necessary, with a view to regularity, to obtain powers from the Canadian Parliament to pay the Bond Interest earned subsequent to the approval of the Accounts by the Bond and Shareholders.

An agreement has been sealed between the Grand Trunk and Buffalo and Lake Huron Companies for mutual facilities of working and interchange of traffic; and powers will be sought in the present Session of Parliament to confirm the same.

The Board believe that the results of the past half-year's working, showing as the do a steady increase of revenue and an important decrease in the per centage of working expenses, will be regarded as very satisfactory by the Bond and Shareholders. The latest accounts received from Canada speak hopefully of the traffic prospects of the current year, and they at the same time afford many evidences of the improved state of the public opinion in Canada in regard to the undertaking.

The Directors who retire by rotation are Messrs. Blake, Cassells, Hodgson and Molson, and the retiring Auditors in Canada are Messrs. Taylor and Morland, and in England, Mr. Newmarch. They are eligible and offer themselves for re-election.

On behalf of the Board.

EDWARD W. WATKIN, *President*.

On the 31st Dec. last, the Company owned 80 passenger, and 147 freight engines; 88 first-class, and 45 second-class cars, as also 12 sleeping cars, "composite," 38 Post-office and baggage, 22 baggage, 1,853 box, 50 box and cattle, 55 cattle, 1,073 platform and 73 ballast cars. The rolling stock further comprised 57 breaking-vans and 32 snow-ploughs. The total rolling stock, therefore, comprised 228 engines and 3,450 passenger, freight and other cars. In the half year ending on the 31st December, 2,532,184 miles were run against 2,324,281 miles run in the corresponding period of the previous year. In the last six months of 1863, 58,113 cords of wood were used against 59,628 in same period of 1862.

Illinois and Michigan Canal.

The following is an abstract of the Report of the Trustees for the year ending November 30, 1863:

Receipts during the year:

Sales of lands and lots	\$22,352 59
Notes paid for previous sales	7,654 58
Canal tolls December 1st, 1862, to November 30, 1863	210,386 68
Rents of water power, lands and lots	3,900 60
Sales of old material, &c.	1,941 79
Interest on deposits	6,450 15
David Leavitt, repayment of him	32,063 90
Accumulated profits on currency received in Illinois for lands, &c., &c.	5,983 70
Loan of \$1,600,000, erroneously over-reported in former reports	3,358 30
Total for year ending Nov. 30, 1863.	\$294,092 29
Balance reported Nov. 30, 1862	287,850 30

Total to be accounted for Nov. 30, '63. \$561,942 59

Expenditures:

Principal of registered canal bonds	\$165,791 66
Premium paid on gold for dividend on bonds payable in London	37,245 24
Maintenance and repairs of canal feeders, &c.	62,715 64
Tolls, expenses of collectors & salaries	6,486 41
Canal property, sales of lands, and expenses	1,206 67
Contingent and general expenses	14,694 21
Interest and exchange on funds remitted to New York for payments there	294 58

Total expenditure for year 1863. \$288,434 41

Schedule embracing the entire amounts received from the organization of the Trust in 1845, to November 30, 1863:

Classification. Receipts. Expenditures.

1. Loan of \$1,600,000 principal and int.	\$1,601,891 90	\$2,153,771 31
2. Construct'n, canal and feeders	2,132 25	1,429,606 21
3. Canal lands, sales and protection	4,217,851 26	105,291 09
4. Arrears, interest reg. bonds		2,155,622 38
5. Principal reg. b'ds		1,083,373 66
6. Maintenance and repairs, canal, &c.	20,841 85	1,036,291 53
7. Tolls, collection, inspection, &c.	2,768,951 25	103,767 55
8. Canal damages, &c.		20,408 32
9. General expenses and contingencies	3 00	315,967 92
10. Premium on gold for dividend on bonds payable in London		37,245 24
11. Int. & exchange	122,335 85	19,153 97
12. Loss on "wild cat" currency '61.		14,234 58
13. Loss on counterfeit money 1848 to 1863		328 94
Balance in hands of the Treasurer, Nov. 30, 1863		258,944 66

\$8,784,007 36 \$8,734,007 36

Some of the leading articles transported upon the canal from 1860 to 1863 are exhibited thus:

	1860.	1861.
Lumber, ft., B. M.	49,070,328	43,096,796
Corn, bush.	4,359,014	11,470,436
Wheat, bu.	528,168	636,271
Flour, brls.	9,558	34,409
Oats, bu.	780,033	779,674
Salt, brls.	12,021	61,629
Coal, tons	11,677	19,923
	1862.	1863.
Lumber, ft., B. M.	57,727,559	50,133,258
Corn, bush.	12,334,914	10,098,948
Wheat, bu.	519,670	515,671
Flour, brls.	244,292	159,373
Oats, bu.	1,091,473	1,421,438
Salt, brls.	145,030	47,861
Coal, tons	24,286	31,827

Terre Haute and Richmond Railroad.

The earnings and expenses of this road for the years ending November 30, 1862 and 1863, have been as follows:

	1862.	1863.
From passengers	\$167,570 40	\$263,981 89
" U. S. Troops	71,252 32	65,830 38
" freights	286,391 46	383,449 17
" coal	17,125 50	35,686 30
" mail, express, etc.	20,874 47	25,670 76
Total	\$563,314 15	\$774,618 48

Expenses, viz:

Running road	\$61,493 01	\$80,041 14
Road repairs	38,763 74	88,645 63
Machine shop	51,634 00	68,947 67
Sundries	48,623 63	81,535 56
U. S. Tax		10,174 05
Total	\$200,514 38	\$329,344 05
Net earnings	\$362,799 77	\$445,274 43
Additional exp.	1,527 11	137,747 28
Balance	\$361,272 66	\$307,527 15

The capital stock of the company has been increased to \$1,517,450, by the conversion into stock of \$77,000 of 7 per cent bonds. The bonded debt has been correspondingly diminished. The aggregate of stocks and bonds remains the same as last year, viz: \$1,611,450. Bonds of the St.

Louis, Alton and Terre Haute Railroad to the amount of \$94,552 59 have been sold for \$85,606 06; and \$100,000 of the U. S. 5-20's purchased.

The gross receipts from transportation

were \$774,618 48
Received from other sources 15,368 65

Total revenue \$789,987 13

Operating expenses \$319,170 00

Additional " 147,921 33
Total 467,091 33

Surplus earnings \$322,895 80

Dividend, May 31, 6 per cent on \$1,491,450, and Gov. Tax .. \$92,254 63

Dividend, Nov. 30, 7 per ct. on \$1,517,450, and gov-

ernment tax 109,506 69

Total 201,761 32

Balance \$121,134 48

St. L., Alton & T. H. R. R. bonds sold. 85,696 06

Total \$206,830 54

Invested in U. S. 5-20 bonds 100,000 00

Balance \$106,830 54

The number of through passengers carried was 81,972; way passengers, 109,918—total, 191,890,

an increase over the previous year of 67,984.

Troops transported, 47,409 a decrease of 5,737.

The equipment of the road consists of 21 locomotives; 17 passenger, 6 baggage and mail, and 415 freight, gravel and hand cars.

Miles run by engines with passenger trains, 138,776, with freight trains, 185,171, with other

trains 33,355—total 357,302.

GENERAL STATEMENT.

Construction account \$1,585,809 22

Union depot and track at Indianapolis 25,640 78

Evansville and Crawfordsville Railroad stock 24,429 89

Evansville and Crawfordsville Railroad Extension bonds 94,950 00

Indianapolis and Madison Railroad preferred stock 1,300 00

Cincinnati and Indiana R. R. bonds. 50,000 00

U. S. Five-Twenty bonds 100,000 00

State of Indiana loans 15,000 00

United States military road 1,903 41

" " transportation 20,222 31

" " mail 12,972 20

State of Indiana military transport'n 5,768 90

Farmers' Loan and Trust Co. 7,826 50

Bills receivable 1,100 00

Real Estate for wood purposes. 5,200 00

" " 1859 10,000 00

" " depot grounds 271 10

Materials 53,283 73

Railroad iron, chairs and spikes 9,000 00

Fuel 8,000 00

Cross-Ties 820 00

Fencing 45 00

Treasurer 293,422 22

Total \$2,326,955 26

Capital stock \$1,517,450 00

Bonds 7 per cent 94,000 00

Coupons unpaid 7,976 50

Dividends unpaid 8,600 75

Foreign roads military transportat'n 13,362 54

Dividend declared, payable Jan. 1st, 1864, and Government Tax 109,506 69

Surplus account 581,058 78

Total \$2,326,955 26

President.—E. J. PECK.

Directors.—Chauncey Rose, James Farmington, Demas Deming, Charles Wood, W. K. Edwards, F.

Nippert, H. Ross, W. R. McKeen, E. J. Peck.

Secretary.—CHARLES WOOD.

Treasurer.—JOHN SCOTT.

Superintendent.—R. E. RICKER.

Negligence of Parties Injured upon Railroads.—Injuries to an Infant.

In the case of Wright against Malden and Melrose Railroad Company, a jury had rendered a verdict against the company for \$3,000. The defendants appealed from the judgment, on the trial that the plaintiff's intestate, a child, was run over by one of the cars of the defendants, on their horse railroad track in Sudbury street, Boston.

The child was two years old and died in consequence of the injury. One of the grounds upon which the plaintiff claimed that the servant of the defendant was negligent, was, that he was driving at a very rapid rate; to wit, as fast as ten or twelve miles an hour.

The defendant's counsel asked the judge to instruct the jury as follows: 1. That it would be negligence to permit a child of the age of this child to go on a public street unattended. 2. That negligence and imprudence of parents or guardians, in allowing a child of the tender years of this child, to be exposed to injury on a public and frequented street, furnishes the same answer to an action by the administrator of the child for such injury as the negligence or other fault of an adult plaintiff. 3. That if the accident would not have happened, had the parents or guardians taken proper care of the child, and the want of such care on their part had a material effect in producing the injury, or substantially contributed towards it, the plaintiff cannot recover. The judge refused to so charge except in a modified form. The following was the decision on appeal.

HOAR, J.—The instructions of the court to the jury were given with great accuracy, and what it was incumbent upon the plaintiff to prove, and the rule as to the burden of proof, were stated with case and exactness. But upon another part of the case we find greater difficulty. The defendants' counsel asked the court to instruct the Jury, "that it would be negligent to permit a child of the age of this child to go on a public street, unattended."

The presiding Judge did not give this instruction; but said to the Jury substantially as follows: "There is a sense in which I may properly use the language of the request. If the parents, knowing the position of the child and its danger, and the means of preventing the injury, and neglected to use them, and permitting the child to remain in danger, the plaintiff, cannot recover; but I understand the defendants' counsel to desire me to rule that the mere fact that the child was passing across the street unattended, is, in and of itself, necessarily such a want of due care, or such a fault, as to prevent recovery, by the plaintiff. I cannot so rule. It is not necessarily, in and of itself such evidence of fault or neglect, as entitles the defendants to a verdict."

We fear that this statement of the law by the learned Judge must have given an erroneous impression to the Jury, as well by what it omitted, as by what it directly expressed.

In the sense in which he understood the defendants' request, the instruction asked should certainly not have been given. Cases may undoubtedly be supposed in which the child might have been upon the street, and have been "permitted" to be there unattended, without fault or negligence on the part of his parents, or those having him in charge. The house might have been on fire, and the child might have been put

into the street; or his parents might have been disabled by accident or disease, and the child have been sent into the street, as the best alternative for his own safety and preservation. A person having charge of him in the street might have fallen senseless, or met with some injury, which left the child to stray away unattended. True, there is nothing in the report of the evidence, so far as it is contained in the bill of exceptions, to show that any such state of facts was before the jury; but we cannot presume that all the evidence is reported, and the possibility that such things might occur, is enough to show that the instruction asked was too broad. But the Court proceeded to state the sense in which the instruction might properly be given; and in doing this, gave to the jury a definition of what would constitute negligence in the parents, which seems to us much too limited and defective. The jury might well infer from the language of the Court, that it was only when parents knew the position of the child and its actual dangers, and had the means of preventing the injury and neglected to use them, and permitted the child to remain in danger, that they were justly chargeable with neglect. This would lead their minds wholly from the consideration, whether the parents had used reasonable and proper care to prevent the infant from going into the street at all; a question of scarcely less importance, and which may have deserved serious attention. The prayer for instructions rendered it highly proper that some ruling should be given as to what would constitute negligence in the parents, sufficient to defeat the action; and the statement made did not cover the whole field of inquiry, and might mislead the jury. But the direction which followed went further. The jury were told that the mere fact that the child was passing across the street unattended was not necessarily in and of itself, such evidence of fault or neglect as entitled the defendant to a verdict. In this opinion we cannot concur. We think the fact, that a child of two years in passing unattended across a public street in a city traversed by a horse railroad is, "in and of itself necessarily," *prima facie* evidence of neglect in those who have it in charge. It is a fact open to explanation, and not conclusive. But in and of itself, standing alone, unexplained and unaccounted for, it is sufficient to authorize a jury to find that the child was not properly taken care of, and to entitle the defendants to a verdict.

The jury were rightly instructed that the burden of proof was on the plaintiff, to show that a want of care on the part of his parents did not contribute to produce the injury. We cannot regard evidence that he was in the street unattended, and was run over by the cars, as having any tendency to show that proper care of him was exercised, but the contrary. He was incapable of taking care of himself, and he was entitled to the care of others; and this does not show that he received it. There is nothing in the mere fact of his dangerous situation to show that it was necessary or proper, or occasioned by anything else than neglect.

It has been decided by the Supreme Court of Vermont that the question of negligence is a mixed question of law and fact; and that it is the duty of a judge to instruct the jury what will constitute negligence. *Trow vs. Vermont Central*

Railroad, Verm. 487. *Briggs vs. Taylor*, 28 Verm. 180, and in several recent cases in this Court it has been held, that where a plaintiff who seeks to recover compensation for an injury occasioned by the carelessness of another offers no evidence that he was himself in the exercise of care, but on the contrary, the whole evidence on which his case rests shows that he was careless, the Court may rightfully instruct the jury as a matter of law, that the action cannot be maintained.

Exceptions sustained.

Railroad from Buffalo to Salamanca.

A railroad convention was held on the 11th ult., at Yorkshire, N. Y., for the purpose of considering the propriety of using all reasonable means to forward the construction of a railroad through the Valley of Great Valley Creek, from the city of Buffalo to same point near Great Valley in the county of Cattaraugus. On motion, a committee was appointed to submit to the Convention a plan whereby the towns affected by the proposed railroad from Buffalo to Salamanca may best exert their influence to the furtherance of the object. Whereupon the following preamble and resolutions were submitted and unanimously adopted:

Whereas, It is for the benefit of the towns represented in the Convention, that a railroad be constructed between Buffalo and Salamanca through the Valley of the Great Valley Creek; and

Whereas, The towns interested should do everything in their power to aid and assist such an enterprise by donating the right of way, &c., therefore,

Resolved, That a committee of three from each town be appointed to secure the right of way through said towns, and perfect plans to pay for said right of way in such manner as they may think proper, after consultation with their fellow-citizens. Such town committee to act only within the limits of their own towns.

Resolved, That a committee of four be appointed to ascertain the ownership of, and if necessary to procure the franchises of the Buffalo and Pittsburgh and the Buffalo and Alleghany Valley Railroads, and hold them for the benefit of the first company, or any company that will construct a railroad from Buffalo to Salamanca through the valley of the Great Valley Creek.

Under the first resolution, committees were appointed from the towns of Aurora, Holland, Wales, Sardinia, Yorkshire, Machais, Ellicottville, and Great Valley.

Under the second resolution, the following gentlemen were appointed, viz: Aaron Riley, Aurora; Eleazer Harmon, Ellicottville; L. D. Cobb, Yorkshire, and A. G. Rice, of Ellicottville.

The representatives from the several towns along the line gave assurances that the right of way will be given to any company who will construct the road.

Milwaukee and St. Paul Railroad.

The Milwaukee and St. Paul Railroad Company, have now a considerable number of men at work on that part of the Watertown Division between the Mississippi Junction and Milwaukee. The intention is to have this short section completed and in running order as early as July. We notice the contractors have circulated handbills, calling for more laborers, and offering good wages.

Work is still progressing on the section between Columbus and Portage City, a great portion of the grading having been completed. We presume the next move will be to build the short section between Sun Prairie and Madison, the immediate construction of which would be a great public convenience. We can now hope that it will not long be delayed.—*Watertown Democrat*.

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DESCRIPTION.	Amount out- standing.	Inter- est payable	Princi- pal pay- able.	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Princi- pal pay- able.	Market Price.	DESCRIPTION.	Amount out- standing.	Inter- est payable	Princi- pal pay- able.	Market Price.
Albany, N. Y.:					Fall River, Mass.:					Philadelphia, Pa.:				
5 per cents, municipal	\$50,000	M. & N.	1864		5 per cents, municipal	\$165,500	var.	'64-71		5 per cents, consolidated	\$689,907	J. & J.	'64-73	
5 " " "	100,000	J. & D.	'70-74		5 " " " (1862-3)	56,500	"	1872		6 " " "	69,256	"	'74-82	
5 " " "	225,000	J. & J.	'65-69		Gardiner, Me.:					6 " " "	1,152,247	"	'64-73	
6 " " water	800,000	F. & A.	'70-81		6 per cents, municipal		var.	var.		6 " " "	2,902,308	"	'74-83	
6 " " Alb. N. R. R.	300,000	M. & N.	1879		6 " " K. & P. R. R.	150,000	M. & N.	1870		6 " " "	9,606,307	"	'84-90	
6 " " A. & W. S. R. R.	1,000,000	J. & J.	'65-76		Hannibal, Mo.:					6 " " "	4,237,856	"	'91-99	
Allegheny City, Pa.:					10 per cents, municipal	40,000	var.	var.		5 " " Phila. City	652,700	"	'64-74	
7 per cents, municipal		J. & J.	var.		10 " " Pike Co. R. R.	50,000	Feb.	'63-79		6 " " "	459,600	"	'75-79	
6 " " railroad		J. & J.			10 " " (N.Y.)	141,000	"	'74-81		6 " " "	1,743,200	"	'80-91	
Augusta, Me.:					Hartford, Ct.:					5 " " " Poor	217,265	"	'64-68	
6 per cents, municipal	21,545	var.	'64-69		6 per cents, municipal	123,800	var.	'64-80		6 " " Southwark	99,150	"	'64-81	
6 " " K. & P. R. R.	200,000	A. & O.	1870		6 " " park	130,000	F. & A.	1882		6 " " "	110,000	"	'64-77	
Baltimore, Md.:					6 " " railroad	500,000	J. & J.	1876		6 " " Richmond	34,146	"	'82-93	
5 per cents, Int. Improv.	4,983,215	Qtrly.	'38-70		6 " " water	250,000	J. & D.	1883		6 " " Spring Garden	17,000	"	1885	
6 " " Miscellaneous	400,920	"			6 " " "	125,000	J. & J.	1883		6 " " "	726,300	"	'65-85	
6 " " Court House	169,754	"			Jersey City, N. J.:					6 " " Kensington	204,200	"	'65-81	
6 " " Water	3,500,000	"			6 per cents, municipal	58,925	var.	'63-74		6 " " District of Penn	90,853	"	'65-76	
6 " " New Jail	250,000	"			6 " " coupon	63,000	"	'63-81		6 " " Moyamensing	6,000	"	'68-71	
6 " " B. & O. R. R.	5,000,000	"	1890		6 " " "	118,000	"	'63-75		6 " " Frankford	48,439	"	'70-73	
6 " " P. & C. R. R.	1,000,000	J. & J.	1886		6 " " water	650,000	J. & J.	1877		6 " " North Liberties	50,784	"	'70-80	
6 " " Park	553,996	"	1890		Keokuk, Iowa:					6 " " West Phila.	71,813	"	'72-73	
6 " " Float & D'fens.	225,000	var.			8 per cents, railroad	600,000	"			6 " " Germantown	1,000	"	1876	
6 " " Bounty	92,900	"			10 " " (spl tax)	150,000	"			6 " " Phila. County	300,117	"	'70-76	
6 " " N. W. Va. guar.	1,500,000	J. & J.	1873		Lawrence, Mass.:					Pittsburg, Pa.:				
6 " " Y. & C.	500,000	"	1877		5 per cents, municipal	13,000	var.	'63-75		6 per cents, municipal	1,009,700	J. & J.	var.	
6 " " W. Md. R. R.	200,000	"	1890		5 " " "	150,000	"	'63-82		4 " " railroad	1,800,000	"	1913	
Bangor, Me.:					5 " " "	151,550	"	'63-79		Portland, Me.:				
6 per cents, municipal	169,700	A. & O.	'65-82		Lowell, Mass.:					6 per cents, municipal	907,496	var.	'63-83	
6 " " K. & P. R. R.	740,000	"	'63-74		5 per cents, municipal	58,900	annual.	'64-67		6 " " A. & St. L. R. R.	1,500,000	"	'68-70	
Bath, Me.:					5 " " "	60,000	sem.-an.	'72-82		6 " " "	500,000	A. & O.	1896	
6 per cents, municipal	145,242	var.	'64-73		5 " " "	80,000	"	'72-87		Portsmouth, N. H.:				
6 " " K. & P. R. R.	200,000	A. & O.	1870		5 5-6 p. " "	42,000	Feb.	'69-76		5 per cents, municipal	39,700	M. & S.	'64-72	
Boston, Mass.:					Louisville, Ky.:					5 " " "	14,800	"	'64-71	
4 1/2 per cents, municipal	595,205	var.	'78-84		6 per cents, municipal		var.	var.		5 " " Volunteer Aid	58,000	A. & O.	'67-82	
5 " " "	1,807,618	"	'63-70		6 " " water		M. & N.	1887		Portsmouth, Ohio:				
5 " " "	2,593,000	"	'71-80		7 " " railroads					7 per cents, municipal	30,000	J. & D.	1871	
5 " " "	364,000	"	'81-85		Lynn, Mass.:					7 " " railroad	90,000	"	1896	
5 " " "	641,000	"	'63-71		5 per cents, municipal	46,000		1882		Poughkeepsie, N. Y.:				
5 " " water (notes).	400,000	"	'78-79		5 " " "	20,000		1874		6 per cents, municipal	47,677	var.	'64-86	
4 1/2 " " (sterling)	1,948,711	"	'72-78		5 " " "	60,000		1879		6 " " water	14,000	"	'69-78	
5 " " (dollar)	758,000	"	'63-71		5 " " "	18,800		'64-69		6 " " bounty	48,120	A. & O.	1880	
Brooklyn, N. Y.:					5 " " "	76,300		'63-74		Providence, R. I.:				
6 per cents, municipal	804,200	J. & J.	'64-74		Manchester, N. H.:					6 per cents, municipal	600,000	M. & S.	1885	
6 " " "	245,000	"	'75-85		6 per cents, munic'l (notes)	7,100	sem.-an.	'72-78		6 " " railroad	500,000	J. & J.	1876	
6 " " "	403,000	"	'86-96		6 " " (coupon)	99,500	"	'66-78		6 " " war	300,000	"	1893	
6 " " "	25,000	M. & N.	'66-86		6 " " "	67,500	"	'80-88		Reading, Pa.:				
6 " " Williamsburg	429,070	J. & J.	'63-81		Marysville, Cal.:					6 per cents, municipal	52,000	var.	var.	
6 " " water	1,700,000	"	'68-81		10 per cents, municipal		J. & J.	var.		Racine, Wis.:				
6 " " "	749,000	"	1886		8 " " "		"	"		10 per cents, plank road, etc.	48,000	var.	var.	
6 " " "	819,000	"	1891		Milwaukee, Wisc.:					8 " " harbor	26,000	"		
6 " " "	1,432,000	"	1896		10 per cents, municipal	22,000	var.	due.		7 " " railroad	300,000	"		
6 " " "	850,000	"	1899		7 " " " "re-adjust'd	77,500	"			Rochester, N. Y.:				
6 " " War Loan	115,000	"	1895		Nashua, N. H.:	812,000	J. & D.	1894		7 per cents, Alms house	20,000	J. & J.	1864	
Buffalo, N. Y.:					6 per cents, municipal	103,185	var.	'64-80		7 " " Floating	66,000	A. & O.	'74-82	
6 per cents, municipal	216,000	var.	'63-79		Newark, N. J.:					6 " " City Hall	70,000	J. & J.	'64-73	
6 " " "	299,000	"	'65-82		6 per cents, municipal	216,000	sem.-an.	'70-83		7 " " Bridge & impr.	125,000	var.	'63-82	
Calais, Me.:					6 " " Volunteer Aid	100,000	"	1873		6 " " "	60,000	"	'76-82	
6 per cents, municipal		J. & D.	1876		New Bedford, Mass.:					6 " " St'm Fire Eng's	20,000	"	'81-82	
5 per cents, municipal	166,000	var.	'65-82		5 per cents, municipal	425,150	A. & O.	'63-84		6 " " R. & Gen. V. R. R.	260,000	J. & J.	'64-76	
5 " " " of '50-51	16,000	"	'65-71		New London, Ct.:					Sacramento City, Cal.:				
5 " " " of '54-57	56,000	"	'64-77		6 per cents, municipal	150,000	J. & J.	'67-87		6 per cents, municipal S. F.	1,474,800	"	'88-90	
6 " " " of '56-62	52,692	"	'64-69		Newport, Ky.:					St. Louis, Mo.:				
6 " " bridge	20,000	F. & A.	1872		7 per cents, municipal	20,000	F. & A.	1872		6 per cents, Pacific R. R.	457,000	var.	'71-73	
6 " " water	50,000	J. & J.	1881		8 " " bridge	37,000	J. & J.	1883		6 " " O. & M. R. R.	429,900	J. & J.	'72-74	
Camden, N. J.:					10 " " municipal	15,000	"	1883		6 " " Iron M'n R. R.	286,000	"	'74-77	
6 per cents, municipal	38,100	J. & J.	'65-74		Newport, R. I.:	19,500	M. & N.	1888		6 " " municipal	1,464,000	var.	'64-90	
6 " " "	27,300	"	'75-81		5 per cents, municipal	150,000	A. & O.	'73-84		6 " " real estate	523,000	"	'70-86	
Charlestown, Mass.:					5 per cents, municipal					6 " " sewerage	425,000	"	'70-86	
5 per cents, municipal	50,000	J. & J.	'67-73		Newburyport, Mass.:					6 " " impr. (old lin.)	254,000	"	'71-87	
5 " " "	52,000	var.	'65-67		6 per cents, municipal		var.	var.		6 " " water	484,000	"	'71-83	
5 " " "	78,000	"	'68-77		7 " " "	205,000	"	"		6 " " harbors	239,000	"	'63-86	
5 " " Volunteer Aid	174,000	A. & O.	'77-83		New Haven, Ct.:					6 " " wharfs	103,000	"	'67-81	
5 " " water	202,000	"	'82-83		6 per cents, municipal					6 " " district sewers	15,000	"		
Chelsea, Mass.:					5 per cents, water	3,000,000	J. & J.	'70-81		San Francisco, Calif.:				
5 1/2 per cents, municipal	105,000	A. & O.	'70-72		2,147,000		Quarterly, viz. F. & F. M. A. & N.	1870		10 per cents, municipal	1,352,600	M. & N.	1871	
5 " " "	74,000	"	'79-88		5 " " Croton water	900,000	"	1880		10 " " fire	178,500	J. & J.	1866	
5 " " "	117,000	var.	'63-77		6 " " "	100,000	"	1890		7 " " school	75,500	"	1870	
Chicago, Ill.:					5 " " Wat. Stk '49 & '54	284,700	"	1875		6 " " municipal	242,000	"	'77-78	
7 per cents, municipa' (old)	60,000	J. & J.	'63-68		5 " " '54 & '57	1,878,500	"	1875		6 " " "	329,000	"	1875	
7 " " " (new)	511,000	A. & O.	1881		5 " " Build'g Stk No.3	115,000	"	1870		6 " " city & county	1,138,500	"	1888	
6 " " " (old)	160,000	J. & J.	'63-74		5 " " No.4	75,000	"	1873		Springfield, Ill.:				
6 " " "	200,000	"	'75-76		5 " " Fire Indemnity	402,768	"	1868		10 per cents, municipal	51,467	"	'64-82	
7 " " sewerage	913,000	"	'79-87		5 " " Central Park	399,300	"	1887		8 " " "	55,000	"	'68-81	
6 " " "	87,000	"	1888		6 " " "	3,066,071	"	1887		Springfield, Ohio:				
7 " " water	113,000	"	1888		6 " " Improv.	2,083,200	"	1887		7 p. cts., Spg'd & Mafd R.R.	2,000	M. & N.	1866	
6 " " water	1,030,000	"	1888		6 " " "	1,666,000	"	1887		6 per cents, town bonds	75,000	J. & J.	var.	
Cincinnati, Ohio:					6 " " W. Wash. Mark't	600,000	"	1873		6 " " town notes	10,000	"	"	
6 per cents, municipal		A. & O.	1895		6 " " Croton water	1,800,000	"	1873		Troy, N. Y.:				
6 " " water		"			6 " " Floating Debt.	2,748,000	"	1873		7 per cents, municipal	140,000	"	'73-79	
6 " " railroads		"			6 " " Pub'l. Bld'g No.3	200,000	"	1878		6 " " Schen. & T. R. R.	19,000	"	'63-67	
Cleveland, Ohio:					6 " " Docks & Slips.	500,000	"	'62-66		6 " " Troy Un'n R. R.	116,000	"	'63-72	
7 per cents, municipal		J. & J.	var.		5 " " Pub'l. Education	154,000	"	'67-76		5 " " Schen. & T. R. R.	167,000	"	'62-80	
8 " " Ohio city		"			7 " " Tompkins M'kt	119,000	F. & A.	'62-69		6 " " water	71,000	"		
7 " " water		"	1879		6 " " Harlem Bridge	60,000	var.	'63-68		Utica, N. Y.:				
6 " " sewerage		"	1890		6 " " Co. Court House	1,000,000	M. & N.	'75-84		6 per cents, municipal		var.	var.	
Detroit, Mich.:					5 " " Vol. Sold Aid No.7	500,000	"	1871		Watertown, Wisc.:				
6 per cents, hydraulics	50,000	A. & O.	1865		Oswego, N. Y.:					8 per cents, Milw. & W. R. R.	80,000	J. & J.	1878	
7 " " sewers	38,545	var.	'69-71		7 per cents, Iron Bridge	24,500	annual.	'64-70		8 " " W. & Mad. R. R.	200,000	"	1877	
7 " " redemptions	167,338	"	'70-79		Peoria, Ill.:					8 " " C. St. P. & Fid. L.	200,000	"	1876	
7 " " H. of Correct'n	70,000	J. & D.	1879		7 per cents, school	33,000	"	'78-80		Wheeling, W. Va.:				
8 " " redemptions	20,000	var.	'70-71		7 " " railroad									

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED & GUARANTEED STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid. Price.	Market Price.
Atlan. & St. Law., guar.	\$2,494,900	6	6	6
Berkshire, guaranteed	600,000	7	7	7
Bos. Con. & Mont., pref.	554,000	6	6	60
Buff. N.Y. & Erie, guar.	850,000	7	7	7
Camden & At., pref.	620,800	7	7	30
Catawissa, pref.	1,150,000	7	7	43
Chemung, guar.	380,000	7	7	7
Cayuga & Susq., guar.	343,500	7	7	7
Cheshire, pref.	2,017,825	7	7	65
Chicago & Alton, pref.	2,464,356	7	7	100
Chicago & N. W., pref.	2,400,000	7	7	85
Cocheco, pref.	177,750	7	7	7
Ct. & Pass. Rivers, guar.	49,200	6	6	59
Cumberland V., 1st pref.	241,900	8	8	8
" 2d pref.	243,000	8	8	8
Detroit & Mil., pref.	1,500,000	7	7	72
Dubuque & S. City, pref.	1,982,180	7	7	7
Elmira, J. & Can., guar.	500,000	7	7	56
Elmira & Wm.p., pref.	600,000	7	7	7
Erie, pref.	8,635,700	7	7	115
Hannibal & St. Jos., pref.	5,309,523	7	7	68
Harrisburg & Lan., guar.	1,182,100	7	7	103
Housatonic, pref.	1,180,000	7	7	7
Indianap. & Madis'n, pref.	353,900	8	8	8
Kennebec & Port., pref.	247,000	6	6	6
" new pref.	125,000	6	6	6
Lack. & Bloomsb'g, pref.	600,000	7	7	7
Marietta & Cin., 1st pref.	5,105,384	7	7	148
" 2d pref.	3,424,169	7	7	7
Mich. S. & N. Ind., guar.	2,893,600	8	8	104
Mil. & P. du C., 1st pref.	1,061,000	7	7	88
" 2d pref.	1,014,000	7	7	7
Mil. & St. Paul, pref.	2,255,000	7	7	7
N. H. & Northamp., guar.	1,010,000	7	7	48
N. Y. & Harlem, guar.	1,500,000	8	8	133
Niagara Br. & Can., guar.	1,000,000	6	6	6
Peterboro' & Hud., guar.	630,000	6	6	6
Pot. & Ramapo, guar.	248,000	6	6	6
Port. & B. V., guar.	1,200,000	6	6	6
Phila. & Reading, pref.	1,551,800	7	7	7
Phila. & Trenton, guar.	1,000,000	7	7	10
Pitts. Ft. W. & C., pref.	2,000,000	7	7	7
Pitts. & N. A., guar.	450,000	6	6	100
Port. & Sag. & Port., guar.	1,500,000	6	6	6
Rutland & Bar., pref.	382,700	8	8	8
" pref.	608,176	6	6	6
St. L. Alton & T. H., pref.	1,500,000	6	6	98
Toledo & Wabash, pref.	926,200	7	7	87
Troy & Greenbush, guar.	274,400	6	6	6
Vt. & Canada, guar.	1,600,000	8	8	8
Warren, guaranteed	1,307,750	7	7	7
White Mountains, guar.	200,000	6	6	6
Wrightav. & G., guar.	317,050	2	2	2

CANAL AND NAVIGATION BONDS.

DESCRIPTION.	Amount outstanding.	Interest.	Principal payable.	Market Price.
Chesapeake & Del.				
1st Mortgage	\$2,557,343	6	1886	100
Chesapeake & Ohio				
Maryland Loan	2,000,000	6	1870	100
sterling	4,375,000	5	1890	100
Preferred bonds	1,700,000	6	18	100
Bonds guar. by Va.	200,000	6	18	100
Delaware Division:				
1st Mortgage	800,000	6	1878	97
Delaware & Hudson:				
1st Mortgage	600,000	6	1865	107
2d Mortgage	300,000	6	1870	100
Delaware & Raritan:				
See C. & Amb. R. R.				
Erie and Penn.:				
1st Mortgage	752,000	7	1866	100
Interest Certificates	161,900	6	1868	100
Lehigh Navigation:				
1st Mortgage	829,172	6	1870	107
Unsecured bonds	2,773,726	6	63-65	100
Monongahela Nav.:				
1st Mortgage	125,000	6	1863	100
2d Mortgage	87,000	6	1865	100
Morris:				
1st Mortgage	405,500	6	1878	109
North Branch:				
1st Mortgage	500,000	6	1876	40
Schuylkill Nav.:				
1st Mortgage	1,764,550	6	1872	101
2d Mortgage	3,980,670	6	1882	97
Improvement	688,500	6	1876	90
Susq. & Tide Water:				
Md. Sterling Loan	816,000	5	1865	100
Md. stg. loan conv.	200,376	5	1865	100
Mortgage bonds	983,000	6	1878	69
Preferred Int. b'ds.	227,500	6	1878	25
Union, (Pa.)				
1st Mortgage	2,500,000	6	1883	20
West B. & Susq.:				
1st Mortgage, S. F.	450,000	6	1874	78
Wyoming Valley:				
1st Mortgage	750,000	6	1873	90

CANAL STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL N. STOCKS:				
Chesapeake and Del.	100	1,343,563	pe	75
Chesapeake & Ohio.	100	8,224,595	pe	45
Delaware Division.	100	1,633,350	7	237
Del. and Hudson.	100	7,500,000	10	140
Del. and Raritan.	100	2,298,400	10	140
Erie of Pennsylvania	50	58,000	pe	77
Illinois and Mich.	50	2,800,000	pe	74
Lehigh Navigation	50	1,803,000	pe	74
" scrip.	50	726,800	pe	75
Monongahela Nav.	50	1,025,000	10	140
Morris, consolidated	100	1,175,000	10	140
" preferred	100	1,175,000	10	140
North Branch	100	1,932,467	38	27
Sault Ste Marie	50	2,722,607	27	27
Schuylkill Nav., con.	50	2,048,280	27	27
Susq. and T. W.	50	2,750,000	6	120
Union, preferred	100	1,000,000	6	120
West Br. and Susq.	100	500,000	6	77
Wyoming Valley	100	500,000	6	77

MINING STOCKS.

COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton	200,000	5	5	44
Acton Vale	50,000	5	5	44
Adventure	20,000	5	5	19
Atina	20,000	5	5	19
Albany and Boston	20,000	5	5	14
Algomah	20,000	5	5	2
Allouez	20,000	5	5	2
Arizona	10,000	100	100	20
Ascot	20,000	5	5	20
Astor	20,000	5	5	1
Atlas	20,000	5	5	1
Azteco	20,000	5	5	1
Balt. and N. C.	20,000	5	5	45
Bay State	20,000	5	5	34
Beaver	20,000	5	5	34
Bedford	125,000	5	5	65
Black River	20,000	5	5	11
Bohemian	20,000	5	5	7
Bolton	20,000	5	5	6
Boston	20,000	5	5	6
B. & Corinth	20,000	10	10	5
Brome	100,000	5	5	5
Cabot	20,000	5	5	5
Cambridge	20,000	5	5	5
Caledonia	20,000	5	5	5
Canada	100,000	1	1	11
Carp Lake	20,000	5	5	4
Cascade	20,000	5	5	5
Central	20,000	5	5	5
Chaudiere	100,000	1	1	50
Chester	200,000	1	1	30
Chetleamp	20,000	5	5	5
Colin	20,000	5	5	4
Columbian	20,000	5	5	4
Consolidated	20,000	5	5	5
Copper Falls	20,000	5	5	24
Copper Harbor	20,000	5	5	1
Cornwall	100,000	1	1	70
Copper Hill	200,000	1	1	1
Dana	20,000	5	5	2
Deep River	20,000	5	5	25
Dacotah	20,000	5	5	5
Devon	20,000	5	5	1
Doylestown	20,000	5	5	3
Dudley	20,000	5	5	3
Dunham	200,000	2	2	52
Durham	200,000	5	5	76
Eagle River	20,000	5	5	34
Essex	25,000	20	20	8
Eureka	20,000	5	5	5
Everett	20,000	5	5	4
Evergreen Bluff	20,000	5	5	9
Flint Steel	20,000	5	5	12
Forest City	20,000	5	5	3
Forest Shepherd	20,000	5	5	5
Frankonia	20,000	5	5	5
Franklin	20,000	5	5	64
French Creek	100,000	5	5	1
Gardner Hill	20,000	5	5	1
Glencoe	20,000	1	1	1
Globe	20,000	5	5	1
Grand Portage	20,000	5	5	1
Great Western	20,000	5	5	1
Green Mountain	20,000	10	10	5
Guilford	20,000	5	5	30
Hamilton	20,000	5	5	8
Hancock	20,000	5	5	13
Hanover	20,000	5	5	13
Highland	20,000	5	5	7
Hilton	20,000	5	5	2
Hope	20,000	5	5	2
Hudson	20,000	5	5	2

MINING STOCKS.

COMPANIES		Number of Shares.	Par Value of Shares.	Paid on Shares.	Market
COPPER:					
Humboldt	L. S.	20,000		2	8
Hungarian	"	20,000		1	
Huron	"	20,000		16	25
Indiana	"	20,000			25
Ile Royale	"	20,000		16	25
Jefferson	"	20,000			
Kickapoo	"	20,000		1	
King Phillip	"	20,000			
Knowlton	"	20,000		1	
Lafayette	"	20,000			
Lake	Ca.	200,000	1		
Logan	"	100,000	3	1	
Madison	L. S.	20,000			
Malden	"	20,000		1	
Mandan	"	20,000		24	
Manhattan	"	20,000		24	
Maryland	Md.		5		
Mass	L. S.	20,000			
Massachusetts	"	20,000		5	
Mendota	"	20,000			1
Mesnard	"	20,000			
Middlesex	"	20,000			
Minnesota	"	20,000		34	
National	"	20,000		8	
Native	"	20,000		3	
Naumkeag	"	20,000		1	
Nelson	Ca.				2
Nequaket	L. S.	20,000			
New England	"	20,000		1	
N. J. Consol.	N. J.				
Newton	Ca.	200,000	1		
New York	L. S.	20,000			
N. Y. & Passaic	N. J.	100,000			
North Cliff	L. S.	20,000		3	
North State	"	20,000	5	5	25
North Sutton	Ca.	100,000	5		
North Western	L. S.	20,000		7	1
Norwich	"	20,000			
Ogima	"	20,000			
Ontonagon	"	20,000			
Ottawa	Ca.	200,000	1		
Pennsylvania	"	20,000	25	2	1
Petherick	L. S.	20,000		1	
Pewabic	"	20,000		1	
Phoenix	"	20,000		15	8
Pittsburg & Boston	"	20,000		5	10
Pontiac	"	20,000		3	
Prince of Wales	Ca.				
Providence	L. S.	20,000			
Quincy	"	200,000		10	95
Reid Hill	Ca.	100,000			
Reliance	L. S.	20,000			
Rockland	"	20,000		5	1
Rudisell	"		5		
St. Clair	L. S.	20,000		2	1
St. Flavian	Ca.	100,000	5		
St. Mary's	L. S.	20,000		8	
Sheldon	"	20,000			
Silver Creek	"	20,000			
Silver Hill	"	20,000	5		
Silver Valley	"	20,000	5		
South Side	"	20,000		3	
Springfield	Md.	20,000			
Star	"	20,000		7	1
Stratford	"	30,000	10		
Superior	L. S.	20,000		4	1
Sussex	"				
Sutton	Ca.	100,000	5		
Toltec	L. S.	20,000		20	
Tremont	"	20,000		1	
Vermont	Vt.		5		5
Vernon	"	25,000	10		
Victoria	L. S.	20,000		1	
Waterloo	Ca.	100,000	3		
Washington	L. S.	20,000		4	
West Minnesota	"	20,000			
Wickham	Ca.	200,000	5		
Wickopee	"	100,000	5		
Winthrop	L. S.	20,000		2	
Wyandotte	"	20,000			
LEAD AND ZINC:					
Bucks County	Pa.				
Canada	Ca.	50,000	5		
Clute	"				
Crystal Lake	"				
Erie	"				
Gay's River	"	100,000	1		
Hampton	"	100,000	5		
Lancaster	Pa.				
Mineral Point	"	100,000	5		
Mount Hope	"	80,000			2
New Jersey (3)	N. J.	12,000	100		
N. Y. & Boston	N. Y.	100,000	5		
Oswegatchie	"	100,000	5		
Placenta Bay	N. F.				
Ramsay	Ca.	20,000	25		
Rosie	"	100,000	5		
Shawangunk	N. Y.	100,000	5		
Sussex	N. J.				
Union	"	100,000	5		
PLUMBAGO:					
Buckinghamham	Vt.	50,000	5		
Oxford	"	150,000	3		
Sunapee	"	2,000	50		

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single yr.	Length. In progress or projected	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	DESCRIPTION.	Amount out- stand- ing.	INTEREST.		Principle payable Year.	Market Price.
			Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Nett.						Rate.	Pay- able.		
30 Nov. '62	1.62					MASSACHUSETTS.	140,000	140,000			5,000	5,600			50	Broadway (Brooklyn): Real Estate Mortgage	27,500	6	Months.		
30 Nov. '62	4.30		134	20		Boston and Chelsea	118,020	69,200		750	69,590	9,225	124		64	Brooklyn Centr. & Jamaica:		7	J. & J.		
30 Nov. '62	8.21					Cambridge	602,651	445,800	150,000		74	53,622	53,622	9	129	1st Mortgage	252,100	7	J. & D.	1870	
30 Nov. '62	6.99					Cliffondale	85,500	70,000	25,000		3,748	625				Brooklyn City		7	J. & J.	1872	
30 Nov. '62	4.39					Dorchester	155,594	120,800	5,000			8,306	7,467	71		1st Mortgage	170,000	7	J. & J.	1872	
30 Nov. '62	0.79					Dorchester Extension	12,800	12,800				1,024	1,024	8		Brooklyn City & Newtown:		7	J. & J.	1872	
30 Nov. '62	0.75					Dorchester and Roxbury	25,641	11,000	7,800	7,932		61,935	501			1st Mortgage	146,000	7	J. & J.	1872	
30 Nov. '62	12.43		123	23		Lynn and Boston	193,310	86,200	50,000	55,547		2,040	2,040	6		Cambridge:		6	J. & J.	1881	100
30 Nov. '62	3.51					Malden and Melrose	60,200	200,000	73,100	68,223		1,024	1,024	8		1st Mortgage	150,000	6	J. & J.	1881	100
30 Nov. '62	3.25					Medford and Charlestown	34,000	22,000	12,000			2,040	2,040	6		Citizens' (Pittsburg):		7	J. & J.	1870	
30 Nov. '62	21.17		515	82		Metropolitan (Boston)	73,955	600,000		103,790	300,806	64,892	8		551	Cliffondale:		6	J. & J.	1871	
30 Nov. '62	6.33		290	42		Middlesex (Boston)	461,730	355,000		59,457	124,718	41,398	4		994	1st Mortgage	26,000	6	J. & J.	1871	
30 Nov. '62	2.87					Newton	27,451	28,000			1,689	1,689	6			Coney Island and Brooklyn:		7	J. & J.	1873	
30 Nov. '62	2.90					Quincy	102,750	55,000	20,000	29,750	14,068	4,841				1st Mortgage	7,000	7	J. & J.	1873	
30 Nov. '62	2.79					Somerville	50,000	50,000			2,500	2,500	5		321	Delaware County:					
30 Nov. '62	2.50					Stoneham street (Boston)	33,505	32,000			29,038					1st Mortgage	6,500	7			
30 Nov. '62	4.48		57	8		Suffolk (Boston)	61,380	12,257	24,800	23,625	29,038					Dorchester:					
30 Nov. '62	1.02		287	50		Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10			Real Estate Mortgage	5,000	6			
30 Nov. '62	1.80					West Cambridge	12,850	12,850		120	771	771	6		47	Dorchester and Roxbury:					
30 Nov. '62	2.64					West Roxbury	62,152	62,200		4,708	3,750	3,750	6			1st Mortgage	7,800	6	J. & J.		
30 Nov. '62	3.88					Worcester	60,000									Frankford and Southwark:					
31 Dec. '62	1.1		11	3		CONNECTICUT.	30,000	30,000								1st Mortgage	200,000	7	J. & J.	1869	106
30 Sep. '62						NEW YORK.										Germantown:					
30 Sep. '62	10.76					Avenue D (New York City)	236,036	200,000	27,500	324	52,327	14,015	3			1st Mortgage	250,000	7	J. & J.	1869	
30 Sep. '62		6.50				Broadway (Brooklyn)	1,505									Green and Coates St.:					
30 Sep. '62	24.01		69	25		Brooklyn, Bath & Coney Isld	794,912	492,150	252,100	62,967	127,843	10,868		100	69	1st Mortgage	82,000	7	J. & J.	1870	110
30 Sep. '62	56.18		140	29		Brooklyn Central & Jamaica	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150						
30 Sep. '62	10.50		1.90			Brooklyn City	267,628	346,000	146,000	8,000	30,944	2,759			58	Hestonville, Mantua & Fair- mount:					
30 Sep. '62	2.50		2.50			Brooklyn City and Newtown	51,328	55,500								1st Mortgage	40,000	7	J. & J.	1869	
30 Sep. '62						Brooklyn City & Ridgewood										Hoboken and Weehawken:					
30 Sep. '62						Buffalo Street										1st Mortgage	60,000	7	M. & S.	1872	
30 Sep. '62						Central City (Syracuse)										Lynn and Boston:					
30 Sep. '62						Central Pk. N. & Riv. (N. Y.)	454,554	359,020	101,000	7,689						1st Mortgage [road]	50,000	6	M. & S.	71-72	
30 Sep. '62	17.25					Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874		100	69	1st Mortgage [equipment]	40,000	6			
30 Sep. '62		6.00				East & North River (N. Y.)	650	650													
30 Sep. '62	12.07		3.67			Eighth Avenue (N. Y.)	938,365	800,000		25,000	369,985	121,565	12	100							
30 Sep. '62	4.52					Fourteenth Street (N. Y.)															
30 Sep. '62	4.63					Grand St. & Newtown (Wg)							8								
30 Sep. '62						Harlem Br. Morris & Ford'm															
30 Sep. '62						Main & Ohio St. (Buffalo)															
30 Sep. '62	10.00	16.00		42		Niagara Street (Buffalo)															
30 Sep. '62						Ninth Avenue (N. Y.)	413,948	795,360	22,000		89,498	19,430		100							
30 Sep. '62						N. Riv. & Wall st. Ferry (N. Y.)															
30 Sep. '62		11.00				Port Morris & Westchester	1,300	1,300													
30 Sep. '62						Rochester City & Brighton		1,700													
30 Sep. '62	16.00					Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499		100	75						
30 Sep. '62						Seventh Avenue (N. Y.)															
30 Sep. '62	8.37		533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000		358,032	88,184	10	100	145						
30 Sep. '62						Tenth Av & 32d st. (N. Y.)															
30 Sep. '62	16.50					Third Avenue (N. Y.)	1,757,029	1,170,000	400,000		580,736	211,939	12	100	240						
30 Sep. '62						Troy and Lansingburg															
30 Sep. '62						Utica City		1,430													
30 Sep. '62	1.00					V. Brunt st. & Erie Bas. (Buff.)	298	330													
31 Dec. '62	5.32					NEW JERSEY.															
31 Dec. '62	5.05	2.50				Hoboken and Hudson City	32,000	30,000		2,000											
31 Dec. '62	10.47					Hoboken and Weehawken	184,400	70,000	60,000		17,228	9,986	3								
31 Dec. '62	4.20					Jersey City & Bergen Point															
31 Dec. '62	5.80					Orange and Newark															
31 Dec. '62						West Hoboken & Hoboken.	100,000	40,000	60,000												
31 Oct. '62	7.89		120	22		PENNSYLVANIA.															
31 Oct. '62	8.13		122	13		Chestnut & Walnut (Phila.)	235,000	100,000	135,000		124,521	78,853	35		62	1st Mortgage	15,500	7	J. & J.	1869	
31 Oct. '62	4.12		18	5		Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25			Pittsburg, Allegheny and Manchester:					
31 Oct. '62	4.38		117	24		Delaware County	31,000	24,030	6,500	1,850	4,858	172			39	1st Mortgage	25,000	7	J. & J.	1871	
31 Oct. '62	16.73		267	45		Fairmount & Arch st. (Phil.)	195,845	200,000			62,052	16,534	54		61	Pittsburg & Birmingham:					
31 Oct. '62	24.23		194	35		Frankford & Southw'k (Ph.)	668,520	442,045	200,000		172,935	59,743	71		65	1st Mortgage	22,600	7	J. & J.	1870	
31 Oct. '62	8.16		116	25		Germantown	299,913	112,245	250,000	1,000	106,792	35,431			35	Pittsburg & East Liberty:					
31 Oct. '62	8.73		187	40		Girard College (Phila.)	150,041	160,000			62,862	19,715	121		45	1st Mortgage	100,000	7	J. & J.	1871	
31 Oct. '62	11.00					Green & Coates st. (Phila.)	219,787	150,000	82,000		108,653	31,990	141								
31 Oct. '62						Hestonv. Mantua & Fairm't	100,000	60,000	40,000												
31 Oct. '62						Lombard & South st. (Phila.)															
31 Oct. '62	11.17					North Philadelphia	300,000	200,000	100,000												
31 Oct. '62	10.57	0.52	57	10		Philadelphia and Darby	88,983	98,439	17,000	500	22,241	4,606	24								
31 Oct. '62	7.04					Pittsb. Allegheny & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252									
31 Oct. '62	4.51		63	9		Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498									
31 Oct. '62	12.00		69	19		Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422									
31 Oct. '62	6.16					Race and Vine (Fairmount)	180,000	180,000													
31 Oct. '62	5.20					Richmond & Schuylkill (Ph.)	130,000	100,000	30,000												
31 Oct. '62	7.78		56	10		Ridge Avenue & Manyunk	170,582	118,000	50,000		28,987	12,296	8		22						
31 Oct. '62	19.46		378	60		Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	244		77	1st Mortgage	125,000	7	J. & J.	1868	114
31 Oct. '62	5.53		46	11		17th & 19th st. (Phila.)	113,000	120,000		15,000	38,919	24,322	11		214	2d Mortgage	50,800	7	J. & J.	1869	
31 Oct. '62	8.35		</																		

FEDERAL AND STATE SECURITIES.

[illegible]

Chicago and Alton :	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1860	55,734	55,123	74,090	63,995	86,211	76,426	81,453	103,665	94,923	107,758	73,751	64,837	935,041
1861	51,531	75,621	75,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	80,625	86,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,906	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,691	167,066	167,832	1,761,004
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,573	72,302	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,463	82,885	139,049	134,500	145,739	92,873	75,457	1,181,005
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,163,050
1862	120,778	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,263	161,603	138,745	135,595	1,423,439
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,363	161,014	224,584	217,335	198,162	202,014	1,998,492
1864	155,034	168,151											
Chicago and Northwestern :													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,323	28,536	51,840	55,831	55,093	42,101	400,455
1860	32,192	33,408	40,246	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	63,554	676,700
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,827	87,167	105,146	81,296	55,199	865,658
1862	49,103	49,103	59,249	54,725	84,706	104,816	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,991	81,100	92,483	100,904	107,806	124,233	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495											
Cleveland and Toledo :													
1859	59,856	56,779	75,709	62,294	55,652	62,788	44,781	61,791	72,389	79,673	76,304	82,220	780,286
1860	78,170	67,210	86,290	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,913	85,663	90,324	65,302	63,187	52,269	60,286	84,640	98,528	88,401	105,233	955,959
1862	104,263	88,468	103,175	87,915	69,716	64,910	71,716	75,538	102,176	112,507	117,294	164,876	1,167,544
1863	146,839	146,839	165,780	121,273	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie :													
1859	376,357	328,047	461,495	557,985	473,366	384,379	383,322	339,373	375,250	456,226	436,899	392,293	5,614,992
1860	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,008	414,764	4,651,049
1861	354,000	345,000	433,311	457,161	393,469	395,409</							

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Rock Island:						
Mortgage	\$300,000	7			1867		1st Mortgage	1,297,000	7	Jan. & July.	New York.	1870	108
Convert. (guar. by Dir.)	160,000	7			1868		Chicago and Northwestern:						
Alabama and Tenn. Rivers:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	105
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		General 1st Mortgage	8,600,000	7	"	"	1885	96
2d Mortgage	225,705	8			1864		Bonds issued for coupons of do.	755,000	7	May & Nov.	"	1883	100
Albany, Vt. and Canada:							2d Mortgage	2,000,000	6	"	"	1890	96
1st Mortgage	600,000	7	March & Sept.	New York.	1857		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99½
Albany and West Stockbridge:							Green Bay Extension Bonds	300,000	7	"	"	1885	96
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'68-'70		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
Androscoogin and Kenebec:							Cincinnati, Hamilton and Dayton:						
Million Dollar Loan	192,100	6	June & Dec.	Portland	'61-'64	70	1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
\$1,000,000 Loan	804,600	6	"	or	1890	79	2d Mortgage	950,000	7	May & Nov.	"	1880	108
Stock, convert. (Coupon)	710,000	6	"	Waterv.	'63-'66		Cincinnati, Wilm. and Zanesville:						
Atlantic and Great Western:							1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77	2d Mortgage	574,000	7	Feb. & Aug.			
Ohio " 1st Mortgage	4,000,000	7	"	"	1875	104	3d Mortgage	158,000	7				
N. York " 1st Mortgage	1,000,000	7	"	"	1879	80	Income	250,500	7				
Atlantic and St. Lawrence:							Tunnel Right	1,000,000	7				
Dollar Bonds (Coupon)	985,000	6	April & Oct.	Portland.	1866	92	Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	98	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
City of Portland Loan (Coups.)	1,000,000	6	Various.	N.Y., P. & Bos.	'68-'70		2d Mortgage	244,200	7	March & Sept.		1864	100
Baltimore and Ohio:							3d Mortgage	658,200	8			1876	
Maryland Sterling Bds of 1853.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Clev. Painesville and Ashtabula:						
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	110	1st Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
" " " 1850.	700,000	6	Jan. & July.	"	1880	110	Special (Sunbury and Erie)	500,000	7	"	"	1878	121
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	110½	Dividend Mortgage	900,000	7			1880	
" " " 1854.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110½	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
Bellefontaine and Indiana:							2d Mort. (M. L.) or 1st Extension	1,186,000	7	March & Sept.	"	1873	108
1st Mortgage convertible	701,000	7	Jan. & July.	New York.	1863	101½	3d Mort. (M. L.) or 2d Extension	1,168,000	7	"	"	1875	105
2d Mortgage	134,000	7		"	1870		4th Mort. (M. L.) or 3d Extension	1,059,028	6	"	"	1880	90
Belvidere Delaware:							River Line bonds	20,000	7			1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100	Clev. Columbus and Cin.:						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95	1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877		Cleveland and Toledo:						
Boston Concord and Montreal:							Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½	Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	"	1872	101½
2d Mortgage	300,000	7	"	New York.	1865	102½	Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	1863	75
3d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870		Tol. Nor. and Clev. 2d Mort.	176,500	7	"	"	1863	75
2d Mortgage Coupons	250,000	6	"	New York.	1870		C. and T. Income Mortgage	65,150	7	March & Sept.	"	1863	75
Sinking Fund	200,000	6	"	Boston.	1839	100	C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
Boston and Lowell:							C. and T. Income (convertible)	169,000	7			1864	
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½	C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1875	70
Buffalo, New York and Erie:							C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110	C. and T. (S. F.) Mortgage	2,077,000	7	Jan. & July.	"	1885	115
2d Mortgage coupon	428,714	7	May & Nov.	"	1872	100	Columbus and Xenia:						
Buffalo and State Line:							Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.	
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108	Connecticut River:						
Income ½ in '93, ½ in '72	200,000	7	Jan. & July.	"	var.		Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Unsecured	200,000	7	"	"	1864		Connecticut and Passump. Rivers:						
Special Erie and North-East	149,000	7	"	"	'61-'70		1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Burlington and Missouri:							Cumberland Valley:						
1st Mort. on 1st Division	590,000	7	Feb. & Aug.	New York.			1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
Cairo and Fulton (Mo.):							2d Mortgage	109,500	8	"	"	1904	
State (Mo.) Loan	650,000	6			'78-'79		Dayton and Michigan:						
Camden and Amboy:							1st Mortgage	300,000	8	Jan. & July.	New York.	1867	
English debt (S. F.) £453,093.	2,192,923	6	Semi-annual.	London.	1880		2d Mortgage	2,503,000	8	"	"	1881	100
Converted Sterling Loan	798,200	5	"	"	1863		Dayton and Western:						
American Loan	762,000	6	"	New York.	1864	105	1st Mortgage	280,000	7	March & Sept.	New York.	1882	50
Extra Dividend Loan	334,458	6	"	"	1864		2d Mortgage	250,000	7	June & Dec.	"		40
Loan for \$500,000	500,000	6	"	"	1867	105	Delaware:						
" " \$800,000	790,000	6	"	"	1870	107½	1st Mortgage guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
" " \$750,000	675,000	6	"	"	1875	103½	Guaranteed	100,000	6	"	"	1875	105
" " \$1,700,000	1,700,000	6	"	"	1883	103	State Loan	170,000	6	"	"	1876	
" " \$2,500,000	867,000	6	"	"	1889	103	Delaware, Lackawanna and Wm.:						
Consolid. Mort. Loan \$5,000,000						108	1st Mortgage (Lack. & Western)	900,000	4	April & Oct.	New York.	1871	111
Camden and Atlantic:							1st Mortgage (E. Extension)	1,498,000	4	"	"	1875	114
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872		2d Mortgage	2,516,500	4	March & Sept.	"	1881	110
Oswego:							Detroit and Milwaukee:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882		1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Oayuga and Susquehanna:							2d Mortgage	1,000,000	8	"	"	1866	
1st Mortgage	800,000	7	Jan. & July.	New York.	1865		3d Mortgage (convertible)	750,000	10	"	"	1863	
Central of New Jersey:							4th Mortgage (G. W. R. R.)	500,000	8				
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	109	Dubuque and Sioux City:						
2d Mortgage	600,000	7	May & Nov.	"	1875	112½	1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Central Ohio:							Dubuque Western:						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1861	105	1st Mortgage	344,000	†				
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½	Eastern (Mass.):						
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
3d Mortgage (S. F.)	950,000	7	"	"	1883	85	2d Mortgage (convertible)	590,000	6	Jan. & July.	London.	1872	98
4th Mortgage (S. F.)	1,265,800	7	"	"	1879	65	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
Charleston and Savannah:							1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
1st Mortgage (endorsed)	510,000	6					East Tennessee and Georgia:						
2d Mortgage	1,000,000	7					State, 1st Mortgage	970,000					
Cheshire:							Endorsed by State of Tennessee	150,000					
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	103½	Mortgage (ordinary)	790,688					
Chicago, Burlington & Quincy:							East Tennessee and Virginia:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	128½	State, 1st Lien	1,602,000					
" " " " " " " " " "	3,084,000	8	"	"	1883	119	Endorsed by State of Tenn.	200,000					
Plain Bonds, dated Sept. 20, 1880	755,000	7	March & Sept.	"	1890		1st Mortgage (after State)	100,000					
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort O.M.	1890		Redeemable in Stock	66,953					
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867		Eaton and Hamilton:						
Central Military Tract, 1st Mort.	100,000	7	"	"	1864		1st Mortgage	757,784	†			var.	
" " " 2d Mort.	83,000	8	May & Nov.	"	1868		Erie and North-East:						
" " " Plain	25,000	8	March & Sept.	"	1876		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Chicago and Alton:							Florida:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	110½	Internal Improvement (State)	1,655,000	7			1891	
1st Mortgage pref. S. F.	600,000	7	April & Oct.	"	1877	100	Free Land, 2d Mortgage	1,500,000	8			1891	
Income Bonds	1,100,000	7	May & Nov.	"	1882	96	Florida and Alabama:						
Chicago and Milwaukee:							Internal Improvement (State)		7			1891	
1st General Mort.							Free Land, 2d Mortgage		8			1891	
1st " " (C. & M.) conv.							Florida, Atlantic and Gulf Centr.						
1st " " (M. & C.)							Internal Improvement (State)	300,000	7			1891	
2d " " (")							Free Land, 2d Mortgage	200,000	8			1891	

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	118 1/2	State (Tenn.) Loan	\$1,340,000	8				
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	"	1875	110	Michigan Central:						
Elgin and State Line	150,000		Jan. & July.	"	1879		1st Mortgage Sterling	497,489	6	Jan. & July.	London.	1872	98 1/2
Great Western, Ill.:							1st Mortgage S'tg (convertible)	500,000	8	March & Sept.	"	1880	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1883	106	1st Mortgage (convert.) Dollar	2,588,000	8	"	N.Y. & Boston	1880	121 1/2
" Eastern	1,350,000	7	Feb. & Aug.	"	1885	102 1/2	1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	"	1882	136
Hannibal and St. Joseph:							Mich. Southern and N. Indiana:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	73-87	92	Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1880	100
Land Security	3,344,600	7	April & Oct.	"	1881	101	Northern Indiana, 1st	42,000	7	Feb. & Aug.	"	1861	107
Convertible Bonds	822,000	7	Jan. & July.	"	1883	90	Erie and Kalamazoo	103,000	7	March & Sept.	"	1862	
Harrisburg and Lancaster:							Michigan Southern, conv.	16,000	7	"	"	1863	83 1/2
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112 1/2	Northern Indiana, conv.	20,000	7	Feb. & Aug.	"	1863	81
Hartford and New Haven:							Jackson Branch	81,000	7	"	"	1865	88
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	701,000	7	"	"	1868	105
Housatonic:							Detroit and Toledo	812,000	7	"	"	1870	105
1st Mortgage	183,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	"	1885	111
Houston and Texas Central:							2d General Mortgage	2,656,500	7	"	"	1877	107
State (1st Lien) Loan	210,000						* Milwaukee and Beloit:						
Mortgage	125,000	7			1866		1st Mortgage	630,000	8				
Hudson River:							* Milwaukee and Horicon:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	112	1st Mortgage	420,000	8				10
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	116	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	155	Milwaukee and Prairie du Chien:						
Convertible	1,902,000	7	"	"	1867	103	1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	108
Illinois Central:							Minnesota and Pacific:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	11,432,500	7	April & Oct.	London.	1875		1st Mortgage	350,000	7	"		1883	
Construction	2,896,500	6	"	New York.	1875	122 1/2	Mississippi Central:						
Eight per cent. bonds	287,000	8	March & Sept.	"	1895		1st Mortgage	1,007,368	7				
Indiana Central:							Mississippi Central and Tenn.:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886		State (Tenn.) Loan	529,000	6				
2d Mortgage	364,000	10			110		Mississippi and Missouri:						
Income	20,500						1st Mortgage (convertible)	1,000,000	7		New York.		
Indianapolis and Cincinnati:							2d Mortgage (S. F.)	400,000	8		"		
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	Ozark Division	500,000	7		"		
2d Mortgage	400,000	7	"	"	1862	100	1st Land Grant	2,000,000	7		"		70 1/2
Real Estate Mortgage	200,000	7			1858	68	2d Land Grant	700,000			"		
Ind., Pittsburg and Cleveland:							Mississippi and Tennessee:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1885	
2d Mortgage	314,000	7	"	"	1870		Mississippi State Loan	202,799	6				
Indianapolis and Madison:							1st Mortgage	171,000	7			1876	
Mortgage	661,000	7	May & Nov.	New York.	1881	83	Mobile and Ohio:						
Jeffersonville:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1891	75	Tennessee State Loan	674,890	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	389,410	6				
* Kennebec and Portland:							Income	1,508,070	8	Jan. & July.	New York.	61-67	
1st Mortgage (City and Town)	890,000	6	April & Oct.	Boston.	1870		Sterling	878,035	6			1883	
2d Mortgage	230,000	6	"	Augusta.	1861		Mississippi State Loan	200,970	6				
3d Mortgage	250,000	6	"	"	1862		Montgomery and West Point:						
* Kentucky Centr. (Cov. and Lex.)							Alabama State Loan	122,622					
1st Mortgage	160,000	6					Mortgage (due 1890, '63 and '65)	350,000	6			var.	
1st Mortgage	280,000	7					Mortgage	460,000	8			1866	
2d Mortgage (convertible)	1,000,000	7					Muscogee:						
3d Mortgage	600,000	7					1st Mortgage	249,000	7				
Guaranteed by Covings	200,000	6					Nashville and Chattanooga:						
Cincinnati (exchanged)	100,000	6					Mortgage (State endorsed)	1,500,000					
Keokuk, Ft. D. Moines and Minn.:							Chat. and Cleve. Subsc. (endors.)	231,000					
City of Keokuk, 20 years	400,000	8					* New Albany and Salem:						
City of Keokuk, (special tax)	150,000	10					Crawfordsville	175,000	7				
Keokuk, Mt. Pleasant and Muscatine:							1st Mortgage	500,000	10				
Lee County	150,000	8					1st Mortgage	2,235,000	6				
City of Keokuk	200,000	8					N. Hav., N. Lond. and Ston'ton:						
La Crosse, Viroqua & Mineral Pt.:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		2d Mortgage	200,000	6	Jan. & July.	"	1868	
Lehigh Valley:							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110	New Haven and Northampton:						
La Crosse and Milwaukee:							1st Mortgage	600,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.		89	New Jersey:						
2d Mortgage (Eastern Div.)	1,000,000	7					Company's (various)	688,000		Semi-annually.	New York.	var.	102 1/2
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.		44	New London Northern:						
2d Land Grant (Western Div.)	353,600	7	"	"		44	1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
3d Mortgage (whole road)	1,700,000	7					N. Orls., Jackson and Gt. North.:						
Unsecured Bonds	1,788,000	7					State (Miss.) Loan	255,000	5			63-74	
Lexington and Frankfort:							1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Mortgage, due 1864, '69 and '74	130,000	6					N. Orls., Opelous and Gt. West.:						
Little Miami:							Louisiana State Loan	641,000	6				
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105	New Orleans City Subscription	1,500,000	5				
Long Island:							1st Mortgage (S. F.)	566,000	8			1889	
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876		New York Central:						
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	101	Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	109
Extension Bonds	176,000	7	May & Nov.	"	1890	101	Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	"	1864	102 1/2
Long Dock Co.:							Funding (S. F.) Bonds	1,445,000	7	Feb. & Aug.	"	1876	116
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Exchanged S'ts (S. F.) B'ds.	663,000	6	May & Nov.	"	1883	102 1/2
Mortgages on Land	473,509	7	"	"			" " " " (S. F.) B'ds.	78,000	6	"	"	1883	
Louisville and Frankfort:							Real Estate (S. F.) Bonds	165,000	6	"	"	1883	104
Louisville Loan	100,000		Jan. & July.	New York.	1881		Real Estate Bonds & Mortgages	210,273	7	var.	"	var.	
1st Mortgage	228,000		"	"	63-78		" " " " " "	25,502	6	"	"	1883	101
Louisville and Nashville:							Bonds of June, 1864	2,942,200	7	June & Dec.	"	1894	101
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	78-92		Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	"	1876	140
1st Mortgage	2,000,000	7	Feb. & Aug.	"	1883		Bonds of Dec. 1862 (S. F.)		6	June & Dec.	"	1887	105
Lebanon Branch 1st Mortgage	400,000				var.		New York and Erie:						
Memphis Branch 1st Mortgage	300,000	7			var.		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
McMinnville and Manchester:							2d Mortgage	4,000,000	7	March & Sept.	"	1879	116
State (Tenn.)	872,000	6					3d Mortgage	6,000,000	7	"	"	1883	117
Mortgage	24,000	7					4th Mortgage	5,120,000	7	April & Oct.	"	1880	126 1/2
Mortgage	10,000	6					5th Mortgage	1,739,500	7	June & Dec.	"	1888	124
Marietta and Cincinnati:							Buffalo Branch	200,000	7	Jan. & July.	"	1891	
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1881	100 1/2	New York and Harlem:						
1st Mortgage sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	112
Memphis and Charleston:							2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	108
State Tenn.) Loan	1,100,000	6			1880		3d Mortgage	990,300	7	Jan. & July.	"	1867	104
1st Mortgage	1,000,000	7					New York and New Haven:						
Memphis, Clarksv. and Louisv.:							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1868	107 1/2
State (Tenn.) Loan	910,000	6					Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.		
N. York, Providence and Boston:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-75	---
North Carolina:						
State Loan	3,000,000	6	---	---	---	---
North-Eastern (S. C.):						
1st Mortgage	700,000	---	---	---	---	---
2d Mortgage	224,500	---	---	---	---	---
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1805	---
Md. State Loan (irredeemable)	1,500,000	6	---	---	---	---
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	---
Y. and C. Guar. by Balt. 3d Mort.	500,000	6	---	---	---	---
N. C. Contract, 3d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	---
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103½
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104
2d Mortgage	3,077,000	7†	---	---	1861	34½
North Missouri:						
State Loan (50 years)	4,350,000	6	Jan. & July.	New York.	72-87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	102½
Chattel Mortgage	380,000	10	---	---	1887	130
Northern (N. H.):						
Bonds due 1884 and 1874	220,700	6	April & Oct.	Boston.	64-74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	---
Bonds for Dividend Scrip.	100,000	7	---	New York.	64-74	---
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70	---
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	---
2d Mortgage	258,000	7	April & Oct.	"	1880	---
Construction	4,242,000	7	March & Sept.	"	1876	17
Income	3,320,000	7	May & Nov.	"	1881	---
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1806	---
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875	---
2d Extension	600,000	8	May & Nov.	"	1873	---
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	76
State Loan (S. W. Branch)	1,265,000	6	---	"	87-89	---
Construction	3,235,000	7	---	"	---	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	111½
2d Mortgage Sterling	2,126,400	6	---	London.	1875	---
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	730,000	6	April & Oct.	Boston.	74-75	---
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	---
3d Mortgage (Coupon)	155,000	6	March & Sept.	"	1871	---
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	---
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873	---
Petersburg and Lynchburg (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	---	---	var.	---
1st Mortgage (1859-70-75)	365,000	6	---	---	var.	---
2d Mortgage (1862-70-72)	375,000	6	---	---	var.	---
Special Mortgage (1865-68)	175,000	6	---	---	var.	---
Last Mortgage (1861 to 1869)	135,500	8	---	---	var.	---
Phila., Germantown and Norris:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105
Convertible Loan	292,500	6	---	"	1885	119
Philadelphia and Reading:						
Bonds of 1835 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	---
" 1830	192,000	5	---	"	1880	103
" 1849	3,084,000	6	April & Oct.	"	1870	108
" 1861	273,000	6	Jan. & July.	"	1871	100
" 1843	1,531,300	6	---	"	1880	108
" 1844 (convertible)	865,000	6	---	"	1880	122
" 1848	124,000	6	---	"	1880	110½
" 1849	83,000	6	---	"	1880	110
" 1857	3,417,000	6	---	"	1886	142
" 1856	1,470,000	7	---	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	---
Pittsburg and Connellville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	---
Pittsburg, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	113
" (series B)	875,000	7	Feb. & Aug.	"	1912	"
" (series C)	875,000	7	Mar. & Sept.	"	1912	"
" (series D)	875,000	7	April & Oct.	"	1912	"
" (series E)	875,000	7	May & Nov.	"	1912	"
" (series F)	875,000	7	Jun. & Dec.	"	1912	"
" (series G)	880,000	7	Jan. & July.	"	1912	110
" (series H)	860,000	7	Feb. & Aug.	"	1912	"
" (series I)	860,000	7	Mar. & Sept.	"	1912	"
" (series J)	860,000	7	April & Oct.	"	1912	"
" (series K)	860,000	7	May & Nov.	"	1912	"
" (series L)	860,000	7	June & Dec.	"	1912	"
" (series M)	860,000	7	---	"	1912	99
2d	2,000,000	7	April	"	1912	---
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	---
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	---
"	30,420	8	May & Nov.	"	1865	---
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	---
Potomac and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74	---
Quincy and Chicago:						
1st Mortgage	1,200,000	---	---	---	1873	---
Racine and Mississippi:						
1st Mortgage (Eastern Division)	\$680,000	8	---	New York.	---	---
1st Mortgage (West'n Division)	757,000	8	---	"	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	---	---	1862	---
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	---
Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	---
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	---
Richmond, Fred. and Potomac:						
Sterling (£367,000)	324,006	6	---	---	1900	---
Richmond and Petersburg:						
Coupon	159,000	---	---	---	1875	---
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	74½
2d Mortgage	937,500	7	---	"	1863	33
3d Mortgage	440,000	7	---	"	1863	10½
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	---
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	---	---	1866	---
3d Mortgage	1,000,000	7	---	---	1875	---
Six per cents	422,324	6	---	---	1878	---
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	---
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	---
Seaboard and Roanoke:						
1st Mortgage	300,000	7	---	---	1880	---
2d Mortgage	75,000	7	---	---	1870	---
Dividend Bonds	129,083	7	---	---	1873	---
South Carolina:						
State Loan	187,000	5	---	---	1863	---
Sterling	183,333	6	---	---	1863	---
Sterling	2,000,000	5	---	London.	1866	---
Southern Mississippi:						
1st Mortgage	500,000	---	---	---	---	---
South-Western (Ga.):						
1st Mortgage	631,000	---	---	---	1875	---
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	---	---	---	---
2d Mortgage	450,000	---	---	---	---	---
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	---
2d Mortgage	900,000	7	---	"	1865	---
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	---	New York.	---	90
St. Louis City Subscription	500,000	---	---	---	---	---
St. Louis County Subscription	1,000,000	---	---	---	---	---
Sunbury and Erie:						
1st Mort. (Sunbury to Wm'sp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	---
Syracuse, Binghamton and N. Y.:						
2d Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
St. Louis, Alton and Terre Haute:						
(series A)	1,100,000	7	Jan. & July.	New York.	1894	111
" (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	95½
" " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	---	"	1894	93
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	---	---	---	---
Terre Haute and Richmond:						
1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	---
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	103
1st M. (L. E. Wab. and St. Louis)	2,500,000	7	---	"	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	96
2d M. (Wabash and Western)	1,500,000	7	---	"	1878	"
Interest Bonds	245,700	7	---	---	---	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	87
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20½
Virginia Central:						
Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	---	Richm'd &	1872	---
Mortgage (coupons)	926,000	6	---	New York.	1884	---
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	---
1st Mortgage	500,000	6	---	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	---	"	1884	20
Salt Works Br. Mort. due '68-'69	203,000	6	---	Lynchburg.	var.	---
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	---
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
" Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	---
Western (Mass.):						
Sterling (£399,900)	4,319,520	5	April & Oct.	London.	68-71	---
Dollar Bonds	850,000	6	---	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	68-76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	---
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	598,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	---	"	1872	---
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	---
Sterling, issued in 1858	1144,500	6	---	---	1868	---
Company's endorsed by State	150,000	6	---	---	1873	---

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.				Earnings.				Price of shares.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Earnings.						
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Borrowed and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.	Earnings.		
																			Gross.	Net.	Dividends.
M.	M.	M.	M.	No.	No.	No.															
ALABAMA.																					
30 Jun. '60	65.0			50.6			Alabama and Florida	1,451,388			877,063	503,500	105,255	1,515,704	54.0		101,102	37,800			
30 Sep. '62	30.3			58.1	2	12	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,032	518,965	30.3		55,791	31,852			
31 May '60	109.6			57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,908		1,067,008	777,777	240,485	2,476,028	109.6		207,023	111,232			
30 Jun. '60	57.0			171.3			Mobile and Girard	1,500,000							57.0	230,791	76,773	21,006			
1 Apr. '61				67.2	1	2	Mobile and Great Northern	590,216			600,481			600,481							
1 May '61	469.3	13.5		49.4	40	28	Mobile and Ohio	12,000,000									1,402,855	695,370			
29 Feb. '60	88.5	23.4			28	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	110.9		506,156	260,269	6		
1 May '61				301.4			North East and South West														
				107.5			Arkansas, Cairo and Fulton														
30 Nov. '58	38.5						Memphis and Little Rock	553,877			351,524	448,000	10,725	811,949							
30 Dec. '60	22.5						California, Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																					
1 Feb. '63	23.8			8.2	4	5	Danbury and Norwalk	344,475	66,483		307,010	100,000		418,825	23.8	47,201	61,546	36,019	5		
30 Sep. '62	122.4			15.0	16	20	Hartford, Provid. and Fishkill	3,902,356	302,511		1,936,740	2,037,500	211,574	4,445,584	122.4	229,088	301,402	129,918	17		
31 Aug. '63	61.4	1.6		64.5	18	21	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000		4,181,255	138.0	404,297	955,450	596,155	17		
31 Dec. '62	74.0			8.9	11	17	Houston and New Haven	2,439,775			2,000,000	240,000	61,872	2,626,236	124.0		284,485	70,137	4		
31 Dec. '62	67.0			1.3	7	11	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	29,924	1,594,661	62.0		206,420	97,700	6		
31 Dec. '62	62.0			2.6	6	12	N. Haven, N. London and Ston.	1,454,040			735,538	750,000	166,429	1,644,967	operated by N. Y.	127,390			117		
31 Dec. '62	75.9	8.8		7.2	3	3	New Haven and Northampton	1,774,455	33,023		1,010,000	650,000		1,664,000	66.0	158,905	151,731	83,766	4		
31 Dec. '62	60.0			6.9	7	7	New London Northern	677,562			602,157	75,525		696,827	60.0	158,905	151,731	83,766	9		
31 Mar. '63	61.3	1.0		63.8	28	74	New York and New Haven	4,043,332	712,493	214,100	3,000,000	2,000,000		5,764,362	117.4	518,810	1,036,437	454,096	12		
30 Nov. '62	69.4	7.0		8.5	16	17	Norwich and Worcester	2,463,983	149,711		2,122,600	799,300	9,298	3,064,867	66.4	294,177	353,064	158,297	101		
DELAWARE.																					
31 Oct. '60	84.3			10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2						Newcastle and Frenchtown	704,880		18,535	744,620		5,924	749,544	5.0		27,238	10,290	9		
FLORIDA.																					
				150			Florida														
30 Apr. '60	32.0			3.0	3	1	Florida and Alabama	532,791	30,536		191,485	195,000	75,894	619,112	32.0		7,567	3,535			
	59.9			6.0			Flo., Atlantic and Gulf Central														
	100.0	3.9		10.0	153.5		Pensacola and Georgia								29.4						
GEORGIA.																					
30 Jun. '60	58.7				16	7	Atlanta and West Point	1,192,389			1,250,000	126,000		1,597,385	58.7		418,039	265,827	8		
	92.6			8.7	70.9		Atlantic and Gulf—M. Trunk								36.0				125		
31 Dec. '60	53.0						Augusta and Savannah	1,032,620			733,700	129,500			53.0		168,989	95,612			
30 Apr. '60	43.5			23.7			Brunswick and Florida	755,000			151,887				31.0						
30 Nov. '60	191.0				53	62	Central of Georgia (and Bank)	4,386,800		1,003,650	4,386,800	312,500		6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Mar. '60	171.0	61.0			16	16	Georgia (and Bank)	4,156,000			1,500,000		12,295	1,658,976	102.5	226,241	404,618	212,676	8		
30 Nov. '60	102.5				7	2	Macon and Western	1,500,000			669,950	249,000		1,026,888	50.0		202,714	110,516	72		
1 May '58	68.1				3	4	Muscogee	774,244	162,534		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8		16.2	18	22	South Western	1,386,634	82,374		2,921,900	396,500	19,913	3,822,913	128.8		388,858				
30 Sep. '59	138.0				52	24	Western and Atlantic	5,901,497			built and owned by State.				138.0		882,348	454,541			
ILLINOIS.																					
31 Dec. '62	220.0				35	38	Chicago and Alton	81,117,539			4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	94		
30 Apr. '63	138.0			26.0	73	46	Chicago, Burlington and Quincy	6,444,452	1,490,361	4,433,510	6,738,640	1,052,594		13,123,343	263.0	1,308,146	2,412,821	1,206,039	144		
31 Dec. '58	45.0				6	14	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0	14 mo.	243,282	135,284	83		
1 Apr. '63	242.0				29.0	23	Chicago and Northwestern	12,325,889	510,933		3,731,316	8,325,000	226,641	13,147,136	242.0		1,033,054	448,503	68		
31 Mar. '63	181.8				61	57	Chicago and Rock Island	7,069,728			5,693,000	1,467,000		7,743,036	228.0	1,030,884	1,529,141	513,100	6		
10 Nov. '62	33.2						Fox River Valley	580,000				580,000			84.0				126		
31 Dec. '63	121.0	138.7	50.0		74	81	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000		10,952,115	341.7	1,484,066	2,201,481	1,279,048	127		
31 May '63	174.5	5.5	14.3		21	22	Great Western	4,039,561			1,648,561	2,350,000		4,214,342	180.0		742,097	377,476	65		
31 Dec. '63	454.8	252.5			116	101	Illinois Central	23,610,229			19,015,970	17,320,000		36,335,970	708.3	3,010,697	4,571,028	2,118,847	138		
							Illinois River														
	143.0						Ohio and Mississippi	4,870,586			1,780,295	3,292,403			149.0						
	46.6						Peoria and Bureau Valley					600,000			oper. by Chic.	& R. Ia.	125,000				
	156.0			129.0			Peoria and Hannibal				1,569,889	2,200,000			186.0						
31 Dec. '62	100.0						Peoria and Oquawka	5,400,000							oper. by Chic.	Bur. & R. Ia.	Quincy.				
	1.0						Quincy and Chicago	1,978,556			800,000	1,200,000		2,000,000	100.0						
31 Dec. '62	189.0	14	12.2		31	30	Rock Island Bridge				3,700,000	6,700,000		10,400,000	203.0		1,117,609	568,020	84		
							St. Louis, Alton & Terre Haute	10,400,000													
INDIANA.																					
	108.0						Cincinnati and Chicago	2,080,433			1,106,679	1,006,125			108.0						
	29.0						Cincinnati, Peru and Chicago								29.0						
31 Aug. '57	109.0						Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,342			
31 Dec. '62	72.4				19	17	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,893	158,541	72		
31 Dec. '58	89.8	20.2			23	19	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,639,900	1,382,284	140,659	3,458,108	110.0		448,368	230,834	9		
31 Dec. '62	74.0						Ind., Pittsburg and Cleveland	1,879,830		10,000	838,971	991,400	11,086	2,193,839	84.0		450,079	247,338			
31 Dec. '62	68.0				15	14	Jeffersonville	1,549,518		278,334	1,015,907	621,000		2,176,223	108.0	312,869	527,863	268,156			
	59						Lafayette and Indianapolis	1,850,000			1,000,000	600,000			64.0						
31 Mar. '63	86.0	46.0	3.0		17	10	Indianapolis and Madison	1,433,812			772,812	581,812		1,538,743	132.0		285,974	104,951	100		
	288.0						Louisv., N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	288.0		645,827	371,400	36		
	74.0						Peru and Indianapolis	2,000,000			1,100,000	820,000	80,000	2,000,000	74.0						
30 Nov. '62	73.0				18	17	Terre Haute and Richmond	1,611,450		215,232	1,440,450	171,000		2,238,622	73.0	319,251	563,314	361,273	12		
IOWA.																					
11 Jun. '58	75.5			201.5			Burlington and Missouri	1,514,257			762,733	685,000	92,663	1,542,708	50.0						
31 Dec. '59	116.0						Chicago, Iowa and Nebraska	1,350,000			516,072	880,000	389,034		86.0	7 mo's.	85,239	46,771			
31 Dec. '62	80.0			269.0	7	7	Dubuque and Sioux City	3,083,599	63,196		2,992,427	300,000	222,601	3,179,533	111.0		228,560	122,931			
				438.0			Iowa Central Air Line				245,000	755,000									
1 Jun. '58	38.5			101.3	4	4	Keok., Ft. Des Moines & Minn.	1,037,876	82,490		921,449	570,000			38.5	11 mo's.	458,821	21,266			
1 Jun. '59	11.2			57.3			Keok., Mt. Pleasant and Musc.	745,703			548,213	414,000	60,452	1,022,608	11.2						
	135.0	95.0		312.0			Mississippi and Missouri	4,198,000			2,700,000	4,600,000	15,000		230.0				62		
KENTUCKY.																					
31 Oct. '59	8																				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.		Property and Assets.					Liabilities.					Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
									Railroad and appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
MAINE.																								
30 Nov. '02	55.0				6	4	74	Androscoquin	1,050,000			151,833	444,638	205,584	757,381	36.5	76,844	79,761	43,461					
30 Jun. '02	149.0		25.0		41	17	849	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,068,491		7,883,475	149.0	oper. by	Gd. Tr.						
30 Jun. '02	12.5		2.0		4	3	45	Bangor, Oldtown and Milford	244,726			135,000	3,472,000	40,576	244,726	12.5		30,880	Loan.					
30 Sep. '01	63.0	0.5	8.0		12	11	129	Kennebec and Portland	2,871,264			1,287,779		271,143	2,990,998	109.5	139,953	172,113	91,487					
31 May, '03	99.7	9.5			13	2	231	Maine Central	4,211,875		21,925	1,050,890	3,068,491	139,352	4,269,303	109.2	186,240	823,032	174,028					
31 Dec. '02				14.0				Penobscot	328,412		178,014	180,497	300,000		75,000									
31 May, '03	51.3				10	4	108	Portland, Saco and Portsmouth	1,494,782		100,000	1,500,000			1,632,446	51.3		283,197	170,276	6	1104			
31 May, '03	37.0							Somerset and Kennebec	753,782			169,200	556,600					55,403	23,404					
31 May, '01	18.5			38.5				York and Cumberland	1,090,000			370,000	450,000		270,000	1,000,000	18.5		20,386					
MARYLAND.																								
30 Sep. '00	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	296.8		3,922,203	2,305,738	6	110			
30 Sep. '00	30.0				7	33	187	Washington Branch	1,650,000			1,650,000			1,824,806	39.0	187,427	462,880	290,840	9	127			
31 Dec. '02	133.0	4.0	16.4		51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341		65			
MASSACHUSETTS.																								
30 Nov. '02	21.2	2.1			21	37	602	Berkshire	500,000	100,000		600,000			600,000	21.2		42,000		7				
30 Nov. '02	26.7	1.8	43.6		33	72	484	Boston and Lowell	2,245,145	183,345		1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,919	136,191	6	113			
31 Mar. '03	74.3	8.8	51.1		25	40	204	Boston and Maine	3,880,350	409,463	498,903	4,075,974			5,026,336	119.3	630,840	945,980	450,302	8	134			
30 Nov. '02	47.0	7.0	32.5		20	40	204	Boston and Providence	2,952,600	207,400		3,160,000		122,720	2,462,989	61.8	435,121	702,222	355,862	8	146			
30 Nov. '02	44.6	24.0	60.1		30	68	273	Boston and Worcester	4,062,540	437,416	100,000	4,500,000			5,235,584	83.6	564,117	1,006,130	490,304	8	144			
30 Nov. '02	46.0	1.1	2.7		7	15	102	Cape Cod Branch	907,760	123,865		681,654	141,600		1,085,974	47.1	75,219	102,627	50,053	2	64			
30 Nov. '02	50.0	2.4	3.8		12	19	176	Connecticut River	1,614,386	187,558		1,591,100	250,000		1,900,919	62.4	170,018	268,152	133,854	6	110			
30 Nov. '02	44.2	30.6	26.2		26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	462,168	635,629	315,734	100				
30 Nov. '02	19.9	1.3	3.5					Essex	742,592	4,416		299,108		184,760	764,119	21.2	56,482	55,601	15,103		67			
30 Nov. '02	50.9	42.5	74.5		23	36	646	Fitchburg	3,189,351	350,149		3,540,000			3,829,341	93.4	342,542	580,580	254,146	6	120			
30 Nov. '02	14.0		2.8		4	4	36	Fitchburg and Worcester	234,774	40,222		219,326		5,846	289,772	26.4	33,739	33,568	4,619		105			
30 Nov. '02	29.8		3.0		3	3		Hampshire and Hampden	577,933	28,748		292,951	303,014		606,461	29.8	27,424	16,344	1,233					
30 Nov. '02	12.4		2.3		2	4	26	Lowell and Lawrence	332,885	30,275		200,000	75,000	11,752	367,182	12.4		21,780	21,780	6				
30 Nov. '02	14.5		17.2		11	19	387	Nashua and Lowell	658,919	95,634		600,000			802,401	71.0	148,515	183,182	46,540	8	125			
30 Nov. '02	20.1	1.5	1.1		5	14	74	New Bedford and Taunton	592,760	54,214	14,000	500,000	300,000		800,000	36.7	42,282	154,778	45,893	5	87			
30 Nov. '02	27.0		2.4					Newburyport	597,386			220,240	300,000		597,386		oper. by	B. & M. Co.						
30 Nov. '02	79.5	7.8	26.5	8.0	3	4	13	N. York and Boston Air Line	532,464	46,239		293,701	560,000	175,072	1,019,373	25.0	53,634	44,589	9,653		25			
30 Nov. '02	13.7		0.7		24	64	495	Old Colony and Fall River	3,008,445	354,505		3,015,100	560,000	175,072	4,187,749	102.1	888,585	580,150	312,031	6	124			
30 Nov. '02	43.4	1.0	14.9		13	18	352	Pittsfield & N. Adams, guar.	432,430	11,247		450,000		134,058	450,000	18.7	24,909	43,142	23,677	6	100			
30 Nov. '02	16.9		1.7					Providence and Worcester	1,400,086	262,815		1,600,000	97,000		1,697,000	44.4	206,064	327,457	161,357	8	137			
30 Nov. '02	11.5		0.4		2	9	17	Salem and Lowell	381,470	82,543		243,568	226,900	464	471,175	ope. r. by B. & M.		17,500	41,000	4	110			
30 Nov. '02	21.9		1.1					South Shore	482,367	39,226		256,085	150,000	1,456	531,715	ope. r. by H. & N.		64,425	20,484					
30 Nov. '02	11.1	0.6	1.2		3	10	70	Stockbridge and Pittsfield	444,600	4,100		448,700			448,700	ope. r. by H. & N.		31,409	31,409	7	100			
30 Nov. '02	6.1		36.5					Taunton Branch	250,000			250,000			239,740	11.7	51,210	134,018	23,376	9	119			
30 Nov. '02	69.3	8.0	5.5		11	13	180	Troy and Greenfield	1,756,370			923,810	979,308	42,352	1,945,470	ope. r. by T. & N.		216,065	115,241		40			
30 Nov. '02	156.1	17.3	126.6		73	61	1,179	Vermont and Massachusetts	3,308,567	207,343		2,214,225	990,525		3,516,900	77.3	112,242	216,065	115,241		42			
30 Nov. '02	45.7		9.3		10	12	145	Western (incl. Alb. & W.S. etc.)	10,122,764	1,086,712		5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	155			
								Worcester and Nashua	1,147,044	123,553		1,141,000		1,130	1,366,645	46.7	164,248	200,744	92,979	5	90			
MICHIGAN.																								
1 Jun. '02	17.3				2	2	1	Bay de Noquet and Marquette																
30 Sep. '02	57.0							Chia, Detroit & Can. G.T. June	built and	equipped	ed by G. Tr. & R. Co. of		Canada											
30 Sep. '02	188.0							Detroit and Milwaukee	8,270,623	647,596		2,950,000	4,250,000		9,008,369	188.0		340,898						
MINNESOTA.																								
31 May, '03	284.8	28.4			98	85	1,559	Flint and Pere Marquette																
31 Mar. '03	246.0	281.0			88	110	1,108	Grand Rapids and Indiana																
					89.8			Michigan Central	13,808,576	*		6,057,438	7,999,489		14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	151			
								Mich. S'n'n & N'n'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078		18,545,278	327.0	2,060,637	2,813,831	1,461,276		116			
								Pori Huron and Milwaukee																
MISSISSIPPI.																								
31 Dec. '02	14.5				608.5	2	2	10	Minnesota and Pacific	1,400,000			1,550,000											
31 Dec. '02					190.0				Southern Minnesota				575,000											
31 Dec. '02					114.0				Minneapolis and Cedar Valley				600,000											
31 Dec. '02					258.0				Minnesota Transit				800,000											
31 Dec. '02					79.0				Root River Valley															
MISSOURI.																								
30 Apr. '00	236.0				25	22	336	Mississippi Central	4,966,022	756,292		2,000,981	2,654,732	895,992	6,331,899	236.0		584,342	328,092					
31 Oct. '02	71.4				27.8	7	4	41	Mississippi and Tennessee	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7		176,462	116,433				
31 Dec. '02	83.0				60.4			Southern Mississippi	2,750,000	*		1,000,000	1,000,000			83.2		250,047	121,659					
MISSOURI.																								
31 Dec. '02	37.0	2.8	51.0					Cairo and Fulton	1,213,497	*		500,000	650,000			37.0								
31 Aug. '03	208.8	13.2			31	24	525	Hannibal and St. Joseph	12,933,740			7,155,836	17,177,600			208.8	579,324	1,047,567	420,026			62		
31 Dec. '02	163.5	17.7	68.0		21	26	307	North Missouri	2,398,779	504,953		2,459,207	7,455,000			168.8		144,480	182,895					
31 Dec. '02	126.0		3.6					Platte County	1,200,000			500,000	700,000			52.0								
28 Feb. '03	59.0	14.4	87.3		34	30	420	Pacific	11,102,670	662,617														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco. motives with trains.	Earnings.		Price of shares.			
						Passenger.	Freight, etc.			Borrowed and Mortgage Debt.	Floating Debt.	Gross.	Net.	Dividends.									
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
NEW YORK.																							
30 Sep. '62	2.0			137.0	1		10	Albany and Susquehanna	1,044,914	6,367		891,575	200,000	8,500	1,100,075								
30 Sep. '62	11.5		3.3	21.5				Albany and Vermont	600,000			600,000			48.9	in Re	140,555	224,418	123,939				
30 Sep. '62	48.9		2.8		4		60	Atlantic and Great Western	2,250,277	85,207		637,372	1,607,500	25,598	2,320,940	48.9	by Ti	62,327	16,231	3			
30 Sep. '62	14.8		1.9					Bloomsburg and Corning	498,217			250,000	220,000		498,217	14.8	454,073	62,327	10,867				
30 Sep. '62	5.4		6.4			28		Broadway (Brooklyn)	164,521	71,515		200,000	27,500	324	256,036	5.4	808,720	127,843	10,867				
30 Sep. '62	14.5		9.6			29		Brooklyn Central and Jamaica	675,087	119,225		492,050	252,100	62,967	807,217	14.5	2,681,216	491,629	118,390	8			
30 Sep. '62	23.2		26.9	1.9	199			Brooklyn City	1,020,370	312,136		1,000,000	170,000	10,000	1,332,506	23.2	273,289	80,944	2,759	5			
30 Sep. '62	6.3		5.3	15.2		22		Brooklyn City and Newtown	287,628			346,000	146,000	8,000	600,000	6.3	609,076	823,425	275,456	100			
30 Sep. '62	142.0		14.0		28	32	402	Buffalo, New York and Erie	3,188,461		160,677	850,000	2,426,714	135,547	3,682,852	142.0	487,522	1,807,921	636,570	11			
30 Sep. '62	68.3		13.5		29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000		2,926,960	68.3	487,522	1,807,921	636,570	11			
30 Sep. '62	10.5	0.3	4.5					Coney Island and Brooklyn	501,264			493,800		7,000	605,517	10.5	182,036	21,467		60			
30 Sep. '62	6.3		6.3		32			Eighth Avenue (New York)	874,128	64,237		800,000		25,000	985,365	6.3	2,458,019	369,985	121,565	12			
30 Sep. '62	46.8		2.9					Elmira, Jefferson and Canand.	500,000			500,000			500,000	46.8	2,458,019	369,985	121,565	12			
31 Dec. '63	490.0	97.0	320.0		243	109	3,807	Erie	39,404,648		264,929	20,105,200	19,961,000		42,841,569	490.0	5,868,687	10,469,481	3,511,414	74			
30 Sep. '62	144.0	4.0	115.1		65	117	638	Hudson River	10,749,863	1,363,931		3,758,466	9,383,750	208,424	13,420,640	144.0	1,162,545	2,637,529	1,269,954	161			
30 Sep. '62	96.0	2.5	11.4		14	37	117	Long Island	2,567,162	861,312		1,852,716	782,402	15,213	2,928,474	96.0	226,611	293,467	109,137	2			
30 Sep. '62	297.8	258.1	400.0		239	256	424	New York Central	27,098,961	5,646,077	791,965	24,209,000	13,779,648	284,411	42,869,890	297.8	5,692,223	10,897,631	8,994,989	7			
30 Sep. '62	130.7	21	29.0		32	77	441	New York and Harlem	9,385,740	650,804		5,717,100	5,995,061	69,186	11,781,297	130.7	507,373	1,154,003	466,688	6			
30 Sep. '62	93.6	1.64	6.9					Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	93.6	779,850	89,498	19,429				
30 Sep. '62	5.0		5.0		42			Ninth Avenue (New York)	851,174	24,600		795,380	22,000		875,774	5.0	779,850	89,498	19,429				
30 Sep. '62	118.0	3.8	17.8		28	14	450	Northern (Ogdensburg)	4,091,455	723,524		4,571,900	1,494,900		6,066,800	118.0	341,704	492,433	176,755	2			
30 Sep. '62	35.9		2.2		6	10	54	Oswego and Syracuse	698,955	116,628		896,340	208,500	16,875	1,075,755	35.9	75,623	140,634	77,560	7			
30 Sep. '62	25.2		2.0		7	11	66	Rensselaer and Saratoga	742,980	157,448		610,000	244,750		900,028	25.2	—	276,276	66,540	9			
30 Sep. '62	172.1	17.5	15.4		22	17	358	Rome, Water'n & Ogdensburg	3,092,378	368,305		1,499,100	1,923,000	64,292	3,486,392	172.1	309,922	568,033	230,219	4			
30 Sep. '62	21.0		1.6					Saratoga and Schenectady	480,631			300,000	65,000		480,631	21.0	111,286	146,227	52,258				
30 Sep. '62	4.0	6.0	8.9		8	11	84	Saratoga and Whitehall	824,622	77,555		500,000	376,000	6,337	882,387	4.0	—	243,066	51,499				
30 Sep. '62	8.0		4.0					Second Avenue (New York)	966,516	135,557		650,000	450,000	42,500	1,142,500	8.0	—	243,066	51,499				
30 Sep. '62	4.0		8.4			89		Sixth Avenue (New York)	877,694	209,623		750,000	25,000		1,089,317	4.0	1,891,960	588,033	88,285	10			
30 Sep. '62	13.0		0.4		2	6		State Island	267,106	36,443		63,102	103,687	70,919	327,708	13.0	50,277	37,010					
30 Sep. '62	81.0		7.6		12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654		1,200,150	1,640,757	103,570	2,944,457	81.0	229,424	280,871	172,757				
30 Sep. '62	8.0		8.5		112			Third Avenue (New York)	1,652,708	104,321		1,170,000	400,000		1,757,029	8.0	2,000,000	590,736	62,978	12			
30 Sep. '62	34.9		5.7		10	9	125	Troy and Boston	1,371,576	198,937		606,911	808,500	271,097	1,686,508	34.9	247,998	271,158	134,953				
30 Sep. '62	15.5		2.7					Troy and Rutland	462,500			325,000	180,000		462,500	15.5	oper. by	—	—				
30 Sep. '62	2.1		2.1					Troy Union	752,601			30,000	680,000		752,601	2.1	oper. by	—	—				
30 Sep. '62	34.9		2.6	61.4	4	6	39	Utica and Black River	862,089	*		811,560			862,089	34.9	61,344	71,899	6,387				
NORTH CAROLINA.																							
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503	*		1,545,225	400,000	276,372	2,419,401	94.9		103,953	36,572				
— '58	228.0							North Carolina	4,235,000	*		4,000,000			4,235,000	—		—	—				
— '59	97.0							Raleigh and Gaston	1,240,241	*		973,200	126,200		1,240,241	—		206,917	108,541				
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.0		469,453	219,688				
30 Sep. '60	161.9				24	32	144	Wilmington and Weldon	2,899,223	*	107,000	1,340,213	791,055	102,391	3,114,964	171.0	323,069	477,554	235,201	8			
15 Mar. '60	81.0	8.0		192.5				Western North Carolina	2,000,000	*	4,700	280,212		70,860	204,072	—		—	—				
OHIO.																							
31 Dec. '62	119.2				17	12	208	Atlantic and Great Western	613,231			866,939		77,294	—			541,150	234,320				
1 Aug. '61	137.0				41	39	508	Bellevue and Indiana	3,090,584	*	11,000	1,859,813	1,160,000	2,126	3,876,265	119.2		699,716	280,561				
31 Mar. '63	60.3				22	28	432	Central Ohio	5,679,608	922,670	103,133	1,628,256	3,673,000	1,126,458	6,810,452	60.3		877,404	404,416	10			
31 Dec. '60	30.0							Cinc., Hamilton and Dayton	2,933,788	431,083	91,947	2,155,500	1,384,000		3,988,198	30.0		—	—				
1 May, '59	131.8				69.1	16	382	Cinc. and Indianapolis June				2,441,176	3,032,000	228,973	—		304,168	190,745	19,180				
31 Dec. '62	135.4	55.8			29	32	630	Cinc., Wilmington and Zanesv.	4,250,777	723,110	74,010	5,000,000	610,000		6,454,180	135.4	926,628	1,724,917	1,035,637	20			
31 Dec. '62	67.0				18.0	13	614	Cleveland, Columbus and Cinc.	2,553,162	398,789	23,340	1,036,055	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651				
1 Dec. '62	95.5	1.2	29.5		31	34	634	Cleveland and Mahoning	3,452,143	590,344		3,000,000	1,500,000		4,542,297	95.5	1,651,628	975,923	334	180			
30 Nov. '62	101.1	102.5			45	30	896	Clev., Painesville & Ashtabula	7,834,091			3,832,712	4,324,005	94,329	8,251,646	101.1	208.6	1,488,817	652,800				
31 May '63	104.2	79.4			82	40	998	Cleveland and Pittsburgh	6,700,495		55,025	8,526,890	3,667,595		7,510,858	104.2	1,861,587	747,562	4	149			
31 Dec. '62	61.4				53.0	5	99	Cleveland and Toledo	1,674,938			869,673	575,250	632,486	—	61.4	75,120	68,128	19,763				
31 Dec. '62	72.0				31.0	6	103	Clev., Zanesville and Cincin.	2,555,000			750,000	1,800,000	205,000	—	72.0	144,000	84,000	17,780				
30 Nov. '62	62.5	10.4			13	11	218	Columbus and Indiana	1,413,386	246,555	541,249	1,490,800	282,900		2,076,902	62.5	oper. w. r. L.	—	—				
31 Mar. '63	144.0	7.9			16	8	373	Columbus and Xenia	4,545,748	339,563	5,500	2,452,217	2,604,180	810,424	6,0								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Line.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
31 Oct. '62	28.2		1.9		87	110	630	PENNSYLVANIA, (Continued.)	552,422	51,460		999,200	250,000		1,249,200	23.2	102,364	432,351	228,844	8	173	
31 Oct. '62	95.9		34.8		11	10	61	Philadelphia and Trenton	6,919,924	744,425	351,129	5,620,500	2,579,000		9,508,496	200.5	582,615	2,250,862	1,080,995	9	734	
31 Oct. '63	59.5		6.4	89.6	11	10	61	Pittsburg and Connellsville	2,064,387	124,432		1,767,373	1,500,000	82,530	3,566,629	72.0	209,746	215,587	105,556		12	
31 Dec. '62	468.3		69.7		121	61	1,312	Pittsburg, Ft. Wayne & Chicago	17,736,358			5,709,592	12,935,173	312,399	19,451,076	468.3	2,694,467	3,745,311	1,802,895		145	
31 Oct. '62	54.0	1.1	5.5		7	4	66	Schuylkill and Susquehanna	1,197,774	*		1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338			
31 Oct. '62	9.3	15.2	15.0					Schuylkill Valley	676,050			676,050			676,050		oper. by	Ph. & R.	ending	5		
31 Oct. '62	28.0		6.2		5	1	439	Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	5,659	1,297,255		57,925	159,534	99,060		40	
31 Oct. '62	29.6		2.6		4	4	101	Tioga	1,191,914	77,999		97,550	396,500	65,826	797,912	29.6	81,934	134,788	97,892		43	
31 Dec. '62	26.4		8.0		5	11	23	Westchester and Philadelphia	1,387,074			683,431	953,205	8,000	1,644,639	26.4	105,800	141,101	79,544		12	
31 Aug. '63	50.0		2.0		12	17	103	RHODE ISLAND.	2,158,000	*		1,508,000	256,800			62.0	297,700	415,309	109,155	6	121	
30 Nov. '62	13.6		0.5		4	3	7	Providence, Warren & Bristol	424,943	13,299		437,17	8,500			13.6	23,954	25,504	6,739			
31 Dec. '62	13.2	1.5		182.4	2		29	SOUTH CAROLINA.	2,126,539			1,016,515	217,577		2,134,092	13.2						
31 Dec. '62	54.9			47.4	4	3	21	Blue Ridge	801,616	34,372	250,000	703,365	195,265	197,905	1,099,536	51.9						
31 Dec. '62	109.6				13	9	176	Charlotte and Savannah	1,719,045	*		1,201,000	884,000		109.6		285,263	151,536	6			
31 Dec. '62	40.3							Charlotte and South Carolina	600,000	*		400,000	200,000			49.3						
1 Jan. '63	143.2							Cheraw and Darlington	2,439,769	324,161		1,429,008	1,145,000	345,546	2,819,554	104.5		541,190	125,371			
31 Aug. '62	22.5							Greenville and Columbia	196,230			200,000	22,000		200,000	22.5				5		
31 July '62	32.0							Kings Mountain	543,408	*		400,000	106,218		675,729	32.0		27,568	8,527			
28 Feb. '63	102.0							Laurens	2,011,662	*		955,748	960,410	108,172	2,067,326	102.0		220,014	96,145			
31 Dec. '62	136.0	106.0			62	59	790	North-Eastern										1,499,636	701,943	7		
31 July '62	25.1			41.9				South Carolina								25.1						
								Spartanburg and Union														
30 Sep. '60	47.6							TENNESSEE.	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187			
1859				17.0	2			Central Southern (Tenn.)	857,947			353,204	612,000	60,900		30.0	29,845	9,359	7,436			
1859			1.8		12	10	171	Edgefield and Kentucky	3,937,367			1,289,673	2,020,000	200,000		140.0		318,713	187,466			
1859			8.0		10	10	123	East Tennessee and Georgia	2,310,033			556,054	1,902,000	390,407		130.3	150,142	297,806	149,107			
1859		19.4	20.0		43	37	62	East Tennessee and Virginia	5,966,578	878,069	129,364	3,899,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597			
1859		16.0	20.0		9	6	242	Memphis and Charleston	2,299,267	141,144		570,000	1,361,000	145,000								
1859		10.0	30.6	58.8				Memphis and Ohio	2,000,000	100,500		228,721	740,000									
1859		59.0		40.1	7	5		Memphis, Clarksv. & Louiv.	1,137,400			798,255	554,949	519,518		59.4	69,870	177,256	60,029			
1859		47.4		2.5	4	6	46	Mississippi and Tennessee	892,710	82,908		317,447	682,500	22,389		47.4	54,175	89,129	44,066			
1859		34.2		7.9	12	2	81	Mississippi Central and Tenn.	633,807	56,816		144,894	406,000	5,000		34.2	30,065	23,908	13,892			
30 Nov. '60	149.7	44.0			30	17	319	McMinnville and Manchester	3,662,882			2,056,544	1,731,000		159.0		734,118	337,384	6			
1859								Nashville and Chattanooga														
1859								Nashville and North-western														
1859								Tennessee and Alabama	76,016	76,016		695,922	860,000	204,544		45.8	57,960	127,953	87,243			
1859								Winchester and Alabama				216,962	413,000	408,477		30.0		1,248				
								TEXAS, (all aided by State).														
								Buffalo Bayou, Braz. & Col'do														
								Galveston, Houston & Henderson														
								Houston and Brazoria	1,250,000			275,000	240,000	171,550		50.0	81,390	32,670				
1 May '60	70.0				7	6	124	Houston and Texas Central	4,282,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568			
	25.0							San Antonio & Mexican Gulf								25.0						
	23.0							Southern Pacific								23.0						
31 Aug. '63	110.3		6.6		8	12	199	VERMONT.	1,783,542	195,647		1,230,400	800,000		1,534,194	110.3	99,639	208,897			524	
31 Aug. '62	119.6		16.0		20	18	548	Connect. & Passumpsic Rivers	3,969,708	656,275		2,233,376	3,183,038	663,019	6,879,434	119.6	394,393	322,923	67,280			
31 Aug. '62	62.5		4.0		12	9	193	Rutland and Burlington	960,000	221,683		1,097,000				62.5	158,299	140,886	24,579			
31 May, '62	117.0	2.0	24.0		41	36	889	Rutland and Washington	3,402,055	*		6,000,000	3,500,000	1,500,000		174.5	679,677	713,418	191,466		21	
30 Jun. '62	47.0	8.5	4.1		3	6	39	Vermont Central	1,875,500			1,378,500			1,378,500	47.0	oper. by	Vt. Central			4	
30 Jun. '62	23.7		0.9					Vermont and Canada	1,212,274	89,612		516,164	783,200	110,145		23.7	63,041	45,273	7,187			
30 Jun. '62	59.0	5.5	3.6					Vermont Valley	1,033,500	*		832,000	700,000			59.0	oper. r.b. Troy	& Bost.	58,862			
								Western Vermont														
1 Aug. '59	41.3			122.1	9	5	221	VIRGINIA.	1,492,194	42,000		1,493,018	26,188	88,131	1,534,194	41.3						
30 Sep. '59	77.2	8.9	8.8	105.6	5	2	75	Alex. Loudoun & Hampshire	2,942,548	210,680		2,969,861	775,500	118,789		77.2	709,034	136,302	43,062			
30 Sep. '59	79.2		4.8		5	2		Manassas Gap	2,066,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332			
30 Sep. '59	103.5				8			Norfolk and Petersburg	468,605	5,719,229		2,063,655	5,719,229		103.5	345,427	248,004	loss		17		
30 Sep. '60	85.3	68.4	10.0		16	16	175	Northwestern Virginia	2,517,800			2,517,800	590,056		167.7	270,846	450,427	222,214				
30 Sep. '60	123.0	10.1			19	13	279	Orange and Alexandria	3,040,636	374,996		1,385,300	1,851,500	292,842	4,745,256	133.0		410,166	201,344			
30 Sep. '59	59.2	21.3			14	17	131	Petersburg and Lynchburg	1,223,526			883,200	102,500	5,799	1,486,527	80.5		326,554	213,862		74	
30 Sep. '60	140.0	2.7	12.0		23	30	431	Petersburg and Roanoke	3,726,037	*		1,981,197	1,200,000	75,908	6,753,65							

New York Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Th.24.F.25.	Sat.26.M.28.	Tu.29.W.30.
American Coal Co.	115	111	110
Buffalo, N. Y. & E. 1M.	110	110	110
California 7s	131	135	134
Canton Co.	70	71	69
Central Am. Trans.	49	48	48
Chicago & Alton	95	96	95
" " pref.	98	100	100
" " 1 M.	109	109	110
" " Inc. b'ds.	96	96	96
Chicago, Burl. & Q.	145	144	144
" " 8 p.c. 126	128	128	128
Ohio & Northwest'n.	68	67	68
" " pref.	87	85	85
" " 1st M.	95	95	96
" " 2d M.	96	96	96
" " S. F.	106	106	106
" " A. B.	106	106	106
Chicago & Rock Isl.	127	125	125
" " 1st M.	125	125	125
Olev., Col. and Clin.	173	173	170
Olev. and Pittsburg	128	128	127
" " 1 M.	128	127	127
" " 2 M.	128	127	127
" " 3 M.	128	127	127
Olev. and Toledo	149	149	149
" " S. F. 7 p.c.	149	152	149
Cumberland Coal, pref. 88	86	85	83
Del. & Hudson Canal	226	235	237
Del., Lack. & West.	227	235	237
" " 1M. 8 p.c. '71-5.	227	235	237
" " 2M. 8 p.c. '81	227	235	237
Erie	125	125	125
" " pref.	109	111	114
" " 1 M. 7 p.c. '87	111	114	113
" " 2 M. 7 p.c. '79	111	114	113
" " 3 M. 7 p.c. '83	116	116	117
" " 4 M. 7 p.c. '80	126	126	125
" " 5 M. 7 p.c. '88	126	126	125
Galena and Chicago	125	121	126
" " 1M. 7 p.c. '63	125	121	126
" " 2M. 7 p.c. '75 110	125	121	126
" " 1M. Ex. '82	125	121	126
Hann. & St. Joseph	61	62	62
" " pref.	61	62	62
" " bonds. 101	101	101	101
Hudson River	157	156	156
" " scrip.	157	156	156
" " 1M. 7 p.c. '69 110	157	156	156
" " 2M. S. F.	157	156	156
" " 3M. 7 p.c. '75 164	157	156	156
" " conv. bonds	157	156	156
Illinois Central scrip.	134	147	152
" " full stock	134	131	133
" " Can. b'ds.	134	125	129
" " bonds	134	125	129
Marietta & Cin. 1st pref. 88	87	87	87
" " 2d " 68	87	87	87
Mariposa Mining Co.	39	40	42
Michigan Central	143	143	143
" " S. F. 8 p.c. '82	143	143	143
" " conv. 8 p.c. '60	143	143	143
M. S. and N. I.	117	116	117
" " guard. 149	117	116	117
" " 1M. S. F.	117	116	117
" " 2 M.	117	116	117
Mil. and P. du Chien	78	79	86
" " 1st pref.	78	79	86
" " 2d pref. 88	78	79	86
" " 1st M.	78	79	86
Minnesota Mining Co.	87	89	87
Miss. & Mo.	59	62	63
" " L. G. bonds. 74	59	62	63
Missouri 6s	73	73	74
" " as to H. & St. J. R. 91	73	73	74
" " Pacific	73	73	74
New York Central	140	140	144
" " 7s, 1866	140	140	144
" " 7s, S. F. '76	140	140	144
" " 7s, conv. '76	140	140	144
" " 6s, S. F. '83 109	140	140	144
" " pref.	137	117	109
" " 1M. 7 p.c. '73	137	117	109
" " 2M. 7 p.c. '64	137	117	109
" " 3M. 7 p.c. '67	137	117	109
Norwich & Worcester	100	101	101
Ohio & Miss. cor.	64	63	65
Pacific Mail S. S. Co.	228	228	230
Panama	210	212	216
Penn. Coal Co.	210	212	216
Phila. and Reading	142	142	147
Pitts. Ft. W. & Chicago	139	143	146
" " 1M. 112	139	143	146
" " 2M.	139	143	146
" " 3M.	139	143	146
Quicksilver Mining Co.	68	69	78
St. L. Alton & T. H.	89	87	85
" " pref.	100	98	100
" " 1M.	100	98	100
" " 2M. pref. 95	100	98	100
" " Inc. b'ds. 95	100	98	100
Tennessee 6s, 1890	61	61	61
Toledo & Wabash	72	71	72
" " pref.	90	88	87
" " 1M.	90	88	87
" " 1M. ex.	90	88	87
" " 2M.	90	88	87
" " Int. b'ds.	90	88	87
Virginia 6s	90	88	87

New York Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Th.24.F.25.	Sat.26.M.28.	Tu.29.W.30.
FEDERAL STOCKS:			
U. S. 5s, 1871, reg.	112	112	112
U. S. 5s, 1871, coup.	112	112	112
U. S. 5s, 1874, reg.	112	112	112
U. S. 5s, 1874, coup.	112	112	112
U. S. 5s, 1886, coup.	112	112	112
U. S. 5s, 1881, reg.	112	112	112
U. S. 5s, 1881, coup.	112	112	112
U. S. 5s, '81, O. W. Ly.	112	112	112
U. S. 5s, 1881, " ty.	112	112	112
U. S. 5s, 1867, reg.	112	112	112
U. S. 5s, 1867, coup.	112	112	112
U. S. 5s, 1868, reg.	112	112	112
U. S. 5s, 1868, coup.	112	112	112
U. S. 5s, 1 year cert.	112	112	112
U. S. 5s, " new 99	112	112	112
U. S. 5s, 5-20s, coupon 109	112	112	112
U. S. 5s, " reg.	112	112	112
7-30 Notes, Feb. & Aug.	112	112	112
" " Apr. & Oct. 113	112	112	112
American Gold	168	168	168

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.
Beaver Meadow	84	84	84	84	84	84
Cattawissa	24	24	24	24	24	24
" " preferred	41	41	41	41	41	41
Camden & Amboy	107	107	107	107	107	107
" " 6s, '67	107	107	107	107	107	107
" " 6s, '70	107	107	107	107	107	107
" " 6s, '75	107	107	107	107	107	107
" " 6s, '83	107	107	107	107	107	107
" " 6s, '89	107	107	107	107	107	107
Che. & Del. Canal 6s '86	46	46	46	46	46	46
Del. Div. Canal	41	41	41	41	41	41
Elmira & Wmport	41	41	41	41	41	41
" " pref.	41	41	41	41	41	41
" " 7s	110	110	110	110	110	110
" " 10s	110	110	110	110	110	110
Harrisburg	75	75	75	75	75	75
Lehigh Navigation	75	75	75	75	75	75
" " 6s	75	75	75	75	75	75
" " scrip.	75	75	75	75	75	75
Lehigh Valley R. R.	90	90	90	90	90	90
" " scrip.	90	90	90	90	90	90
" " 6s	90	90	90	90	90	90
Little Schuylkill R. R.	52	50	49	49	49	49
" " 7s	52	50	49	49	49	49
Long Island	48	48	48	48	48	48
" " 6s	48	48	48	48	48	48
Minehill	64	64	64	64	64	64
Morris Canal	64	64	64	64	64	64
" " pref.	64	64	64	64	64	64
" " 6s '76	64	64	64	64	64	64
North Pennsylvania	37	37	36	36	36	36
" " 6s	100	100	100	100	100	100
Pennsylvania R. R.	75	75	74	74	74	74
" " 1st m.	111	111	111	111	111	111
" " 2d m.	111	111	111	111	111	111
Penn. State, 5s	99	99	99	99	99	99
" " 6s, coupon	102	102	102	102	102	102
" " 6s	102	102	102	102	102	102
Philadelphia City, 6s	104	104	104	104	104	104
" " new 100	104	104	104	104	104	104
Philad. Germ. & Nor.	71	71	71	71	71	71
Phila. & Reading	71	71	71	71	71	71
" " 6s, '88	108	108	108	108	108	108
" " 6s, '70	108	108	108	108	108	108
Philadelphia & Erie	38	38	38	38	38	38
" " 6s, 107	107	107	107	107	107	107
Philad. & Sunbury, 7s, 108	38	38	38	38	38	38
Schuylkill Navigation	38	38	38	38	38	38
" " pref.	45	45	45	45	45	45
" " 6s, '82	88	88	88	88	88	88
" " 6s, '76	88	88	88	88	88	88
" " 6s, '72	88	88	88	88	88	88
Sunbury and Erie, 7s	29	29	28	28	28	28
Susq. Canal	29	29	28	28	28	28
" " 6s, '78	29	29	28	28	28	28
" " scrip.	7	7	7	7	7	7
Union Canal, pref.	29	29	29	29	29	29
" " 6s, '83	29	29	29	29	29	29
West Br. Canal 6s '78	77	77	77	77	77	77
Wyoming Valley Canal	39	39	39	39	39	39
Arch street, (Horse)	45	45	45	45	45	45
Chestnut & Wal.	45	45	45	45	45	45
Green & Coates	45	45	45	45	45	45
Race and Vine	45	45	45	45	45	45
2d and 3d streets	45	45	45	45	45	45
Spruce & Pine	16	16	16	16	16	16

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.
Baltimore City 6s, 1875	111	112	112	112	112	112
" " 1886	109	109	109	109	109	109
" " 1870-104	110	110	110	110	110	110
" " 1890-110	110	110	110	110	110	110
Balt. and Ohio	111	111	111	111	111	111
" " b'ds, '62	110	110	110	110	110	110
" " " '67	110	110	110	110	110	110
" " " '75	110	110	110	110	110	110
" " " '80	110	110	110	110	110	110
" " " '85	110	110	110	110	110	110
Northern Central	51	51	52	52	52	52
" " b'ds, '85	51	51	52	52	52	52
" " " '96	51	51	52	52	52	52

Boston Stock Exchange.

Actual Sale Prices for the week ending March 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30.
Boston and Lowell	---	---	---	---	113	---
Boston and Maine	184	---	---	---	---	---
Boston and Providence	---	---	---	---	---	---
Boston and Worcester	144	---	---	---	146	---
Cheshire, pref.	---	49 $\frac{1}{2}$	---	---	50	55
Concord	64 $\frac{1}{2}$	66	67	---	---	---
Connecticut River	110	110	---	---	---	---
Eastern, Mass.	105	105	105 $\frac{1}{2}$	105 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$
Eastern, N. H.	---	---	---	120	---	---
Fitchburg	---	---	---	---	---	---
Manchester & Lawr'ce	---	121	---	---	---	---
Michigan Central	---	---	---	---	---	---
Northern, N. H.	---	80	---	---	---	81
Old Colony and Fall R.	---	---	---	124 $\frac{1}{2}$	---	---
Ph., Wil. & Baltimore	72 $\frac{1}{2}$	72 $\frac{1}{2}$	73	74	---	73 $\frac{1}{2}$
Port'd, Saco & Ports.	110	---	---	---	---	110 $\frac{1}{2}$
Vermont & Canada	121	120	---	---	---	---
Vermont & Mass.	41 $\frac{1}{2}$	41 $\frac{1}{2}$	42	41 $\frac{1}{2}$	41 $\frac{1}{2}$	42
Western	---	---	---	155	---	---
Broadway (Horse)	---	---	---	---	---	---
Cambridge	---	129	---	125 $\frac{1}{2}$	---	---
Metropolitan "	66 $\frac{1}{2}$	---	66 $\frac{1}{2}$	66	65 $\frac{1}{2}$	65 $\frac{1}{2}$
Middlesex	---	---	---	---	---	---
Central Mining Co.	---	---	---	---	---	---
Franklin "	52 $\frac{1}{2}$	53	53 $\frac{1}{2}$	54	54	54 $\frac{1}{2}$
Ile Royale "	29 $\frac{1}{2}$	29 $\frac{1}{2}$	---	---	---	28 $\frac{1}{2}$
National "	88	---	---	---	---	---
Minnesota "	59	59	59	59	58 $\frac{1}{2}$	58 $\frac{1}{2}$
Pewabic "	100	---	---	---	---	---
Pittsburg "	96 $\frac{1}{2}$	96	---	95 $\frac{1}{2}$	---	96 $\frac{1}{2}$
Quincy "	---	---	18 $\frac{1}{2}$	---	---	18

ous banks in this city, now glutted with deposits, is so intimate and strong, that they feel able to obtain on their own names all the additional amounts necessary to control the market.

How true this is we are not able to say; but of this we are sure, the parties engaged in any such transaction, conscious as they must be of the comparative depreciation of the National currency, and the consequent enhancement of the prices of the necessities of life and the cost of living, cannot justly claim the credit of being loyal men or the friends of the people. As we believe in "the eternal fitness of things," we venture to predict that operations such as we have alluded to will finally end in the discomfiture of those who may engage in them. We shall see in a few days the further effects of the benign intentions of Congress in attempting the relief of the importers. A regular daily underselling of the street price of gold by the Treasury will at all events try the metal of the operators, and perhaps prove a corrective which will be sufficient without the necessity of further reproof.

We have learned from parties who ought to know, and one extensively engaged in the manufacture of cotton, that there is a larger stock of this article on hand in this city than the public generally are aware. We have heard the number of bales stated at 40,000, which at \$500 per bale, would be equal to two millions, and this sent to Europe would make a large difference in favor of our exporters, not only in the amount to be realized but in the profits of exchange. It may be well enough to mention in this place that several hundred bales of S. American cotton, known scientifically as *Gossypium arboreum*, have recently been received in this city, and though unginned, brought the shippers upwards of sixty cents per lb. This cotton though of a short fibre is very strong and workable. It is also very abundant in the country of its origin, and still further we may say, that considerable numbers of cotton gins have been sent out to the shippers at their request, so that the article may be more carefully prepared for this market. It is noticeable, says our informant, that there is a reduction in price of many articles of which cotton is a component part, of at least 20 to 25 per cent. from what was demanded a few months since.

We must also remember that with the exception of small quantities of cotton which now and then slip out of Wilmington, the main bulk of this article is now surely and rapidly coming into the Union lines. And many persons are of the opinion that the quantity to come is so large, that it will yet change the balance of trade in our favor. This is certainly a most desirable event, and we hope to be able to have the pleasure of recording the fact.

The Secretary of the Treasury has been expected in New York for some days past, not to negotiate new loans beyond those already announced and become popular, but to consult with our wisest and most disinterested citizens on the financial policy of the Government generally, and to listen to such suggestions as may naturally be offered him.

It is useless to recur to what other plans of finance might have been adopted. We are of the opinion of those who believe that on the whole, the Treasury department has done its best to rely

on the credit of the nation at home rather than to trust to the tender mercies of foreign capital. Evidently the people approve of the policy which has prevailed. There is one unanswerable reply to those objectors who maintain that the money should have been borrowed abroad at any price, and it is this, it would have been utterly impossible to have borrowed sixteen hundred millions of dollars anywhere in Europe. England, the richest of foreign nations could not now on her own account raise any such sum. It has taken her hundreds of years to get trusted for what she now owes, and it is absurd to suppose we could have raised the sums necessary for this war by applications to foreign bankers. What we have to do is to tax heavily, pay our interest in gold regularly, and trust to the industry of the people, and the unexampled resources of the country to bring everything right in the end. We are engaged in a struggle on which hang the hopes of freedom and humanity throughout the world. It is now to be decided whether we are able to govern ourselves, protect ourselves, sustain ourselves, and preserve to future generations the blessings we inherited from our forefathers. The cause is worth all our sacrifices, and finance, as an element of power is to be treated as such, and not as the final principle of Government and States.

The railway share market continues remarkably steady, with several exceptions where the prices have suddenly advanced or declined through particular causes.

There can be but one opinion as to the ultimate and fixed value of most of our great lines. Population and production are doing their work silently but surely. Common prudence in selection, is all that is required by those who wish to invest and secure future incomes.

Money is plentiful but the rates do not fall much below 7 per cent., and will not while so many new and inviting investments are offered to the public. We repeat our previous opinions that coal and other mineral stocks which are actually capable of large production deserve consideration. Especially in coal and iron may money be safely placed, for the consumption of these is largely increasing, and must increase as the country advances in population, manufactures and commerce.

There are some things which may be demonstrated and this is one of them, that the production of fuel and the useful metals must increase with the increase of numbers. Faith in this truth if it could have been exercised thirty or forty years ago, would have made the fortunes of many men, towns and cities, and it is not too late to see the future as it is to be.

Government stocks continue strong, and subscriptions to the new 10-40's are coming in rapidly. More than half a million were received on Tuesday last. They are likely to be as popular as any similar loan yet put upon the market.

The week's exports of domestic produce and miscellaneous goods (exclusive of specie) from this port, have been to the value of \$3,177,025, against \$4,534,075 same week last year, and \$2,320,060 the corresponding week of 1862.

The total value of imports of foreign goods at the port of Boston for the week ending March 25, was \$972,753, against \$903,920 for the corresponding week last year. The total value of exports from Boston for the week ending March 25, was

\$30,580 63, against \$570,685, for the corresponding week last year.

The total value of exports from the Port of Baltimore for the week ending March 25th, was \$147,879.

The business of the Sub-Treasury on Tuesday was: receipts, \$3,954,290 17—for customs, 257,000; payments, \$5,025,259 85; balance, \$32,704,383 79.

Money was more active during the week, and 7 per cent. was readily obtained. Some of the banks complain of a scarcity of plain legal tenders, and have paid over their counters 5 per cent. notes with nearly a month's interest, a fact which proves the scarcity beyond all question.

Several houses in the street hitherto foremost in the gold market, have under the influence of the present Treasury movement withdrawn their attention from that commodity, to other operations more promising.

In addition to our usual tables we give the present week another of a novel and interesting character, showing the condition of all the mining companies that are now known in the market, and we think we may without hesitation assert, that no person can safely invest or deal in any of the securities now afloat, public or private without consulting our tables, prepared with great care and a necessity of the times.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1860, 102; do., 1886, 110½; Illinois coupon bonds, 1862, 101½; Georgia 6s, 60; New York state 5s, 1874, 104; Illinois War Loan, 102; Indiana War Loan, 98; Illinois Canal bonds, 1860, 100; North Carolina 6s, 58½; Chicago and Milwaukee, 83; Peninsula R. R., 70; Long Island R. R., 96; At. & Gt. Western (Ohio div.) 1st mort., 104; Detroit, Mon. and Toledo bonds, 105; Sandy River Coal and Oil, 1st mort., 100¼; Mariposa 1st mort., 82; Canton Co., 70; Central Coal, 93; Copake Iron, 17; Wyoming Valley Coal, 95; Canada Copper, 11; Central Mining Co. of Col., 13¾; International Coal, 104; Lehigh and Susq. Coal, 19½; Hope, gold, 15; Briggs gold, 125; Bucks Co. Lead, 1¼; Rutland Marble, 24; Quartz Hill gold, 29¼; Nashua Copper, 1¼; Mendota Mining, 10¼; Maryland Copper, 2¼; Denver Mining, 10¼; Ashburton Coal, 48; Bank of Commonwealth, 108; Merchants Bank, 112; Bank of Commerce, 113; Ocean Bank, 100; Am. Ex. Bank, 117; Continental Bank, 104½; Importers and Traders Bank, 110; Phenix Bank, 106; Metropolitan Bank, 121; Merchants Ex. Bank, 103; Corn Ex. Bank, 110; Park Bank, 138; 4th National Bank, 101.

Philadelphia.—Huntingdon and Broad Top, 25; do., 7s, 108½; Elmira Chattle 5s, 80½; Chester Valley, 4¾; do., 7s, 50; Penn. War Loan, 6s, 107½; Camden and Amboy mort., 108; Belvidere Delaware 2d mort., 100; North Branch bonds, 40; Union Canal, 2½; Wyoming Valley Canal 6s, 99¾; Delaware Division, 45½; 5th and 6th streets, 61; Girard College R. R., 35; 13th and 15th streets R. R., 41½; Ridge Avenue, R. R., 22¾; 5th and 6th streets, 61; Allegheny Co. 5s, 80½; Pittsburg 5s, 77; Oil Creek, 12¾; Hazleton Coal, 71; N. Y. and Middle Coal Fields, 18; Fulton Coal, 15¼; Big Mountain, 11½;

Green Mountain, 10; Etna Mining, 19¼; Girard Mining, 7½; Keystone Oil, 6¼; Rock Oil, 5; Connecticut Mining, 2½; Howes Eddy, 5½; Huron Silver lead, 4¼; Alsace Mining, 5; Vengango, 2½; Clinton Coal, 8; Penn. Oil, 12; New Creek, 2¼; Tamaqua Mining, 6¾; Mineral Oil, 7¾; McClintock Oil, 11¾; Perry Oil, 11; Marquette, 10¾; Lehigh Zinc, 65; Empire, 8; Bohemian, 11; Irving Oil, 17½; Mandan, 6¾; Coulter, 3½; Butler Coal, 50; East Mahanoy, 50; New Grenada, ¼; Penn. Mining, 10½; Bank of North Am. 163; Mechanics' Bank, 29½; Girard Bank, 49½; Western Bank, 80½; 1st National Bank, 118; Bank of Commonwealth, 49½; City Bank, 55½; Bank Kentucky, 95. The latest quotations are: City 6s, 104@104¼; do., new, 109¾@110; State 5s, 99¼@100; do., coupon, 101½@102; do., 6s, 1879, 106½@109; Phila., Wil. and Balt., 70½@72; Reading, 74½@75; do., 6s, 1870, 108@108½; do., 1886, 149¾@150; Camden and Amboy, 178@180; Pennsylvania R. R., 74½@75; do., 1st mort., 113@114; do., 2d mort., 112½@113; Little Schuylkill R. R., 49@49¼; Morris Canal, 75@75½; do., pref., 140@140½; bonds, 107@109; do., 2d mort., 102@104; Wyoming Valley Canal, 75@78; do., 6s, 99@100; Susquehanna Canal, 27½@27¾; do., 6s, 69@69¼; Sch. Nav., 38@38¼; do., pref., 45¼@45¾; do., 6s, 1882, 97@97½; Union Canal pref., 6½@7; do., bonds, 28½@29; Delaware Div. Canal, 45¼@45½; do., bonds, 69¼@70; Elmira and Williamsport, 38@38¼; do., pref., 55@56; do., 7s, 1873, 109@110; do., 10s, 80¼@81; Beaver Meadow, 84@84¼; Harrisburg, 74@74½; Long Island R. R., 48@48½; Lehigh Coal and Navigation, 75½@77; do., scrip, 73¼@75; North Pennsylvania, 36@36¼; do., 6s, 102@103; do., 10s, 125@130; Philadelphia and Erie, 37½@38; do., 6s, 108@110; Minehill, 64½@65; Catawissa, 24@25; do., pref., 42@42½; Lehigh Valley, 89¾@90; do., bonds, 108@110; Fifth and Sixth streets, (horse,) 61@61½; do., 7s, 105¼@106; Second and Third, 76@77; do., 7s, 113@114½; Race and Vine, 19@20; West Philadelphia, 72@73; Spruce and Pine, 16@16½; Green and Coates, 43¾@44; do., 7s, 100@110; Chestnut and Walnut, 61@62; Arch, 38@38½; Thirteenth and Fifteenth, 41@41¼; Seventeenth and Nineteenth, 21¼; Girard College, 34½@35; Tenth and Eleventh, 41@45; Norristown, 65@68½.

Boston.—Northern (Ogdensburg,) 2; do., 1st mort., 104; do., 2d mort, 34½; Rutland and Burlington 1st mort., 74½; 2d mort., 33; do., 3d mort., 10½; Vermont Central, 2¼; 1st mort., 87; do., 2d mort., 26½; Vermont and Massachusetts R. R. 6s, 103½; Taunton Branch R. R., 119; Newport and Fall River, 126½; Boston, Concord and Montreal pref., 60; do., new stock 19½; Bear Valley and Summit Branch R. R., 20; Essex R. R., 6s, 1881, 100; Western Vermont R. R., 7s, 3d mort., 1860, \$65; Vermont 6s, 1874, 104; Rhode Island 6s, 1871, 101½; Ohio State (Fairfield Co.), 7s, 1872, 99¾; Brooklyn City 6s, 1864, sewerage, 100; do., 1882, 106; do., 7s, 1865, Municipal, 100; do., 1871, 101½; Dorchester 5½s, 1874, 100¼; Gardiner 6s, 1870, 101¼; Union Steamship Co., 165; Boston Water Power Co., 48; Cary Imp. Co., 11¼; Waverly Land, 3½; Lorberry Coal, 69½; Franklin Coal, 132¾; Beverly Gas, 44½; Malden and Melrose Gas, 65½; Revere Bank, 109; Safety Fund Bank, 114; Bank

of Commerce, 107; Mt. Vernon Bank, 104; Continental, 100; Acton Mining Co., 4½; Algolah, 2¼; Astor, 6½; Atlas, 6¾; Boston, 65½; Bedford, 3; Bay State, 24¼; Black River, 65c.; Copper Falls, 50; Canada, 11; Chebucto, Gold, 1½; Cornwall, 79c.; Chester, 30c.; Chaudiere, 50c.; Chaudiere Gold, 3¾; Champlain, 35c.; Columbian, 12¾; Dunham, 52c.; Durham, 76c.; Dacotah, 5; Dudley, 3½; Dana, 4; Eagle River, 8¾; Everett, 4½; French Creek, 1¾; Gt. Western, 5½; Gilbert River, 1½; Green Mountain, 5¼; Hancock, 13½; Huron, 28¼; Hope, 2½; Hanover, 4½; Humboldt, 8¼; Highland, 7; Logan, 2¼; Madison, 5½; Mandan, 6¼; Manhattan, 6¼; Mesnard, 12½; Macomb lead, 2¾; North Cliff, 9; Northwestern, 13½; New England, Gold, 3; Native, 2¼; Nelson, 23c.; N. Sutton, 1½; Ottawa, 1.10; Phoenix, 31; Petherick, 16; Pontiac, 6½; Star, 11½; Superior, 10½; Stratford, 2¾; Stewart, Gold, 2¼; South Side, 5; Tremont, 4¼; Waterloo, 1½; Winthrop, 8.

Baltimore.—N. W. Va., 17; do., 1st mort., 108; do., 3d mort., 45; Western Maryland bonds, 88¼; Central Ohio Income bonds, 38; City Passenger R. R., 22¾; Maryland Mining, 2.10; Springfield, 3.10; Silver Valley, .35; Silver Hill, .15; North State, .25; Balt. and North Carolina, .45; Santa Clara, 19; Bare Hill, 6.25; Balt. Chrome, 2.75; Gardner, 1.05; Cambridge, .25; George's Creek, 102; Deep River, .25; Bank of Commerce, 23½; Citizens' Bank, 11¼; Union Bank, 70¼; Marine Bank, 31; Merchants' Bank, 108¾; Bank of Baltimore, 103; Franklin Bank, 12½. The latest quotations are: Balt. and Ohio, 112@114; do., 6s, 1875, 110@111; do., 1880, 109½@110; do., 1885, 110@111; Northern Central, 55@56; do., bonds, 1885, 104½@108; N. W. Va., 16½@17; do., 1st mort., 107@108; do., 2d mort., 103; do., 3d mort., 43@44; do., guar., 101; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 54@65; do., income 1857-'60, 36@38; Western Md. bonds, 81¼@90; do., guar., 106; Maryland 5s, 92; do., 6s, coupon, 1870, 104@108; do., Ins., 105@108; do., 1890, 105; Baltimore 6s, 1870, 104@105; do., 1873, 105@107; do., 1875, 112; do., 1886, 111; do., 1890, 110¼; do., coupon, 108½@109½; do., 5s, 1888 70, 100; City Passenger R. R., 22½@22¾; Canton Co., 68@69; Deep River, .20@.25; Gardner, 0.90@1.00; Guilford, .45@.75; Maryland, 2.10@2.15; North State, .25@.30; Rudisell, .65@.75; Silver Valley, .30@.35; Silver Hill, .20@.25; Springfield, 3.05@3.10; George's Creek, 100; Santa Clara, 18½@19; Baltimore and Cuba Smelting and Mining, 185; Balt. and North Carolina, .40@.45; Balt. Chrome, 3.35@3.75; Bare Hill, 6.00@6.15.

Montreal.—Champlain and St. Lawrence R. W., 13½@15; do., preferential, 90@93; do., 6 per cents, 82½@85; Government 5 per cents, sterling, 92@93; do., currency, 92@93; do., 6 per cents, 1872, currency, 103@104; Montreal City bonds, 6 per cents, 97½@98; do., Water Works, 6 per cents sterling, 98@98½; Quebec City 6s, 95@96; Ottawa City 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, \$3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 120@121; City Passenger Railway, 120@122½.

The people of Allegheny County and also of Danville, are again agitating an extension of the Genesee Valley Railroad in both directions.

Massachusetts Bank Dividends.

The Boston Banks have declared the following dividends, payable April 1: Atlantic, 3 per cent.; Atlas, 4; Blackstone, 5; Boston, 4; Boyleston, 5; Broadway, 4; City, 4; Columbian, 3½; Commerce, 4; Continental, 4; Eagle, 4; Elliot, 4; Exchange, 5; Fanuel Hall, 5; Freeman's, 4; Globe, 4; Granite, 4; Hamilton, 8; Hide and Leather, 4; Howard, 4; Market, 4; Massachusetts, 4; Maverick, 3½; Mechanics', 4; Merchants', 3½; Mt. Vernon, 4; Mutual Redemption, 4; National, 4; New England, 4; North, 3; North America, 3½; Republic, 3½; Revere, 4; Shawmut, 4; Shoe and Leather, 5; State, 3½; Suffolk, 5; Traders', 3; Tremont, 4; Union, 4; Washington, 4; Webster, 4. The banks in Worcester have declared the following net dividends, payable April 1: Central 4 per cent.; Citizens' 5; City, 4; Mechanics', 4; Quinsigamond, 4; Worcester, 5. The Railroad Bank of Lowell pays 5 per cent., April 1: Asiatic, Salem, 3; Ocean Bank, Newburyport, 5; Charles River, Cambridge, 4; Peoples', Roxbury, 4; Warren, South Danvers, 4; Andover, 3½; Northborough, 3½; Grand, Marblehead, 4; Merchants', Salem, 3½; Rockland, Roxbury, 4; Fairhaven, 5; Spickett Falls, Methuen, 4; Hingham, 4; Bristol County, Taunton, 4; Merchants', Newburyport, 4; Quincy Stone, 4; Old Colony, Plymouth, 3; Plymouth, 4; Lighton, Lynn, 3½; Bank of Brighton, 3; Village Bank, Danvers, 4 per cent.; Haverhill, 3; Lancaster, 4; Brighton Market, 4; Agawam, Springfield, 4; Mechanics', New Bedford, 3½; Lee, 3½; Rockport, 4; Cabot, Chicopee, 4; Chicopee Bank, 5; Cambridge City, Cambridgeport, 4; Neponset, Canton, 5; Hadley Falls, Holyoke, 5; Framingham, 5; Abington, 5; Fitchburg, 4; Lowell, 4; Holliston, 3½; Harvard, Cambridge, 4; Oxford, 4; Southbridge, 4; Bay State, Lawrence, 4; Marblehead, 3.9-17; Woburn, 5; Bunker Hill, Charlestown, 5; Commercial, Salem, 4; Essex, Haverhill, 3; Union, Haverhill, 3½; Lynn Mechanics', Lynn, 5; Pacific, Nantucket, 4; Falmouth, 3½; Provincetown, 4; Holyoke, Northampton, 5.

Proposed Railroad Routes at Lake Superior.

The Houghton Gazette of 11th ult., says there is considerable excitement there over proposed railroad routes, and surveys are now making for three routes—one from Eagle Harbor, to come on the range somewhere near the Madison, by Mr. Webster, one from Copper Harbor, around by Lake Fanny Hoe, and out on the range east of the Star mine, by Mr. Pickel, and another from Lac la Belle, through the south range into the Montreal river valley, opposite Mosquito Lake, by Mr. Green, late of the Portage.

The Treasurer of the Philadelphia and Reading Railroad Company gives notice that the transfer books of the common stock, will be closed on the 31st, March, to be re-opened on the 14th of April, at which time stockholders who have New York certificates are requested to return them to the Farmers' Loan and Trust Company, New York, who will give a receipt for the same, and furnish in a few days thereafter certificates from the Philadelphia office in exchange for said receipts. The transfer office in New York for the preferred stock will be closed permanently on the 31st of March. That for both the preferred and common stock in Boston will be permanently closed on the 31st of March.

Milwaukee, Winnebago and St. Paul R. R.

The charter of the Milwaukee, Winnebago and St. Paul Railroad Company has been amended so as to remove all obstacles to its organization. The southern part of this route contemplates a line from Richmond, on the La Crosse Road, to Fond du Lac and Oshkosh, by the way of West Bend. The distance from Richmond to Fond du Lac is forty-two miles through a finely settled portion of the State, over a route that affords easy grades, most of which has been already surveyed, where there are no large streams to cross, and where timber and other materials for construction are convenient. The importance of this road to this city, and to those places named, is very great, and needs only to be appreciated to insure its construction.

Its completion to Fond du Lac alone would bring back to this city all of the trade of that beautiful section of country of which it is the centre, which has been entirely diverted since the building of the Northwestern Road. It would restore the trade of the Wolf River country, which finds its outlet at Oshkosh, and which has been for several years lost to us. The whole trade tributary to Oshkosh and Fond du Lac rightfully belongs to this city, and can be regained by a tithe of the enterprise our neighbors have shown in taking it from us.

The interchange of commodities between those cities and this should not occupy more than a day in transit each way. But such are the difficulties now, that from one to three weeks are consumed in transportation, and all this trade is for that reason sent around to Chicago.

This condition of affairs should not be suffered to continue. The trade of that section which this road should control, is very great, and will soon be so thoroughly settled into its present channel, that we cannot divert it. We hope there is enterprise enough in this large and growing city to secure the building of this road, and the business that will come over it.—*Milwaukee Sentinel.*

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railway for the week ending March 21, 1864, were \$32,404 65
Corresponding week of 1863 19,978 08

Increase \$12,426 57

The earnings of the Cleveland and Toledo Railroad for the 3d week in March, 1864, were \$39,501 00
Corresponding week of 1863 38,913 00

Increase \$588 00

The earnings of the Michigan Central Railroad for the 3d week in March, 1864, were \$74,813 86
Corresponding week of previous year.. 54,569 60

Increase \$20,244 26

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of March, 1864, were \$61,411 72
Corresponding week of previous year. 56,842 46

Increase \$4,569 26

The earnings of the Chicago and Rock Island Railroad for the 3rd week in March, 1864, were \$45,416 00
Corresponding week of previous year.. 29,799 00

Increase \$15,617 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in March, were:

	1864.	1863.
Passengers	\$7,364 03	\$3,669 08
Freight	11,216 84	9,525 79
Mail, express & telegraph	899 58	752 00

Total \$19,480 45 \$13,946 87
Total this month to date. 61,343 18 \$41,497 34

The earnings of the Galena and Chicago Union Railroad for the week ending March 22, were:

	1863.	1864.
Freight	\$22,609 33	\$25,919 57
Passengers	8,394 81	13,137 84
Mails, &c	1,250 00	1,300 00

Total \$32,254 14 \$40,357 41
Increase 1864 \$8,103 27

The earnings of the Chicago and Alton Railroad Company for the week ending March, 23, were:

	1864.	1863.
Passengers	\$16,522 20	\$13,485 28
Freight	20,438 63	13,295 42
Sundries	2,103 68	2,292 27

Total \$39,064 51 \$29,072 97
Increase 1864 \$9,991 54

The traffic of the Great Western Railroad for the week ending March 18th, 1864, was as follows:

Passengers	\$22,399 29
Freight and live stock	50,705 16
Mails and sundries	2,121 82

Total \$75,226 27
Corresponding week of 1863 72,776 69

Increase \$2,449 58

The earnings of the Grand Trunk Railway for the week ending March 12, 1864, were:

Passengers	\$25,858 53
Express freight, mails and sundries	2,500 00
Freight and live stock	72,071 07

Total \$100,429 60
Corresponding week, 1863 80,392 23

Increase \$20,037 37

The following is a statement of earnings of the Toledo and Wabash Railway for the week ending March 21, 1864, were \$25,494 58
Corresponding week of previous year. 24,658 64

Increase \$835 94

The earnings of the Milwaukee and Prairie du Chien railroad for the week ending March 21 were:

	1864.	1863.
Freight	\$6,893 66	\$4,063 95
Passengers	10,354 21	4,396 67
Mails, rents	981 00	1,035 97

Total \$18,228 87 \$9,496 59
Increase 1864 \$8,732 28

Missouri State Bonds.

The following is the law passed by the Legislature of Missouri to provide means for the payment of the bonds of that State that matured in 1862, and 1863:

SECTION 1. The Governor of this State is hereby authorized to issue the bonds of the State of one thousand dollars each, payable in either of the cities of New York or St. Louis, and redeemable at the pleasure of the State, at any time after twenty years, and with coupons attached, bearing interest at the rate of six per centum per annum, payable semi-annually.

SEC. 2. The bonds hereby authorized to be issued shall not exceed in the aggregate four hundred and two thousand dollars, and shall be signed by the Governor, sealed with the seal of the State and countersigned by the Secretary of State, and registered in the office of the Auditor of Public Accounts.

SEC. 3. The Governor is authorized to negotiate for the exchange of said bonds in renewal of the bonds of the State which matured in 1862, and which shall mature in the year 1863, and all such bonds so taken up or renewed as aforesaid shall be cancelled by the Auditor; and the Governor is

further authorized to negotiate a sale of said bonds through the Bank of the State of Missouri, or other agents, at his discretion, and he shall apply the proceeds therefor to the payment of said State bonds, issued for State purposes, due and to become due in 1863, as aforesaid, which shall not be renewed or extended as hereinbefore provided; and said bonds, when paid, shall be delivered to the Auditor and cancelled by him in his office.

SEC. 4. The interest coupons for semi-annual interest on said bonds shall be paid out of the appropriations for State interest, and the same shall be included in the general appropriation bill for the support of the State government, as heretofore, to pay interest on State bonds issued for State purposes. The faith of the State is hereby pledged for the punctual payment of the interest and principal of the bonds authorized to be issued under this act.

The Gold Market.

In compliance with the act of Congress the Secretary of the Treasury has taken the first steps to bring down the price of gold, admitted to have been enhanced by combination rather than the exigencies of commerce. Mr. Cisco the agent of the Treasury in this city has issued the following notice:

UNITED STATES TREASURY,
New York, March 28, 1864. }

By direction of the Secretary of the Treasury, notice is hereby given that, until further ordered, I will issue to importers, for payment of duties on goods imported by them, certificates of deposit of gold coin, to the credit of the Collector of any port as desired, in exchange for notes, at a quarter of one per centum below the current market value of gold.

These certificates are not assignable, but will be received by the Collector from the party to whom they are issued. J. J. Cisco,

Assistant Treasurer of the United States.

He also publishes the following form of the receipt to be given to those importers who have occasion to apply for the coin.

UNITED STATES TREASURY.

No.— NEW YORK, —, 186—.

I Certify, that — ha— this day deposited to the credit of the Collector of the port of New York, — in gold coin. This Certificate is receivable only for duties on imports from the part—to whom it is issued, and upon — endorsement.

Assistant Treasurer U. S.

These receipts are to be printed on gold colored paper, and are not assignable, nor to be used for any other purpose than the payment of duties. Whatever may be the price demanded in the street the Government will now undersell it.

Root River Railroad.

The City Council of La Crosse have resolved to procure from the Legislature authority to subscribe and pay for stock in the Root River or Southern Minnesota Railroad to the amount of \$50,000; \$100,000 more can be easily raised between La Crosse and Rochester. The road for nearly 25 miles is nearly graded and bridged, so that only about \$300 per mile will have to be expended in order to prepare the line for the rails. The present cash value of the work performed on the line, is not far from a quarter of a million dollars. The work already done, and the available subscriptions will amount to over \$400,000. This will supply ample basis for an issue of bonds, with which to purchase the iron and rolling stock for a considerable distance into the most productive and populous portion of Minnesota.—*La Crosse Rep.*

Winona and St. Peter Railroad.

The Winona *Republican* of the 23d ult., says that work on the road west of St. Charles is being carried on as rapidly as circumstances will admit, and strong hopes are entertained that the line will be in running order to Rochester sometime in July next. The requisite quantity of iron for laying the track to that point has been purchased in New York and paid for, and will be delivered in Winona soon after the opening of navigation. When the cars reach Rochester, the company will begin to realize something from their immense outlay but scarcely before, notwithstanding a brisk traffic has already been inaugurated. Meantime the region of country through which the road runs, and in fact all that portion of the State from Winona west as far as Mankato and St. Peter, will be greatly benefited even by the extension of the line to its present western terminus.

Interest and Dividends.

The Chicago and Rock Island Railroad Company have declared a semi-annual dividend of three per cent (and the United States Government Tax on the same) payable at the office of the Company, in the City of New York, on and after the 11th day of April.

The semi-annual interest, due April 1, on the first mortgage preferred bonds of the St. Louis, Jacksonville and Chicago Railroad Company will be paid at the office of Messrs. M. K. Jesup & Co., No. 59 Exchange-place, New York.

The coupons of the New Land Bonds of the Hannibal and St. Joseph Railroad Company, due April 1, will be paid on presentation at the office of Duncan, Sherman & Co.

The coupons of the first mortgage bonds of the St. Louis, Alton and Terre Haute Railroad Company, Series B, due on the 1st April, 1864, will be paid on presentation at the Bank of North America.

The Panama Railroad Company will pay 5th of April a quarterly dividend of 4 per cent. from the earnings of the road, and one per cent. from those of the steamers.

The coupons of the Atlantic and Great Western Railway due on the 1st of April will be paid at the office of McAndrew & Wann, No. 12 Pine st.

The Cincinnati, Hamilton and Dayton road will pay April 1, at the Bank of America, a dividend of 5 per cent., free of tax.

The Chicago and Great Eastern Railway Company will pay, 1st April, the coupons of the first mortgage bonds at the office of Schuchardt & Gebhard 21 Nassau street.

The coupons of the income bonds of the Chicago and Alton Railroad Company, due 1st of April, will be paid at the office of G. S. Robbins & Son, No. 54 William street, New York.

The Cleveland and Toledo Railroad Company, have declared a semi-annual dividend of four per cent, free of Government Tax, payable on the 23d day of April, at the office of Messrs. Vermilye & Co., No. 44 Wall street, New York City, and until the 21st day of May, and after the latter date at the Company's office in Cleveland.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of \$3 free of Government tax, payable April 1, at the Union Bank, New York.

The interest on the mortgage bonds of the New York and New Haven Railroad Company, due April 1, will be paid at the Bank of the Republic.

The Philadelphia, Wilmington and Baltimore Railroad Company have declared a semi-annual dividend of five per cent, payable on the 1st of April, clear of the usual Government tax.

The Philadelphia, Germantown and Norristown Railroad Company have declared a semi-annual dividend of four per cent, clear of all taxes, payable on the 1st of April.

The Champlain and St. Lawrence Railway Company have declared a semi-annual dividend of five per cent., on the new preferred stock of the company payable April 1.

The Georges Creek Coal and Iron Company have declared a dividend of three per cent, payable April 4.

The Franklin Coal Company has declared a monthly dividend of \$3 per share, payable April 6.

The Lowell and Lawrence Railroad have declared a dividend of \$3 per share.

Cornwall Copper Mining Company.

This mine is located near the thriving village of Strafford, in the State of Vermont, in the immediate vicinity of the well known Corinth, Vershire, Copperas Hill and Green Mountain Mines, and upon the same veins of those mines, all of which have been successfully worked. The Company own seventy acres of mining land, with a large dwelling house and other buildings thereon. The Mine is located upon elevated land, affording an excellent drainage, and should it be deemed advisable an adit could be driven into the vein at a low level. There is also a fine stream of water running through the property, giving a sufficient supply of water at all times, for mining purposes; and the neighborhood is thickly settled, and an abundance of labor can be obtained at a low rate. The smelting furnace of the Copperas Hill Mine is only three-fourths of a mile distant, where the ores could be dressed at low rates. Being upon the same vein with, it is not too much to predict for this mine a success equal to the mines above mentioned.—*Boston Post.*

Bridging the Mississippi River.

We learn from the Milwaukee *Wisconsin*, that the bill granting power to the Milwaukee and Prairie du Chien Railway, to bridge the Mississippi River, has finally passed the Legislature. A bill had already passed the Iowa Legislature; so the bridge is now in a fair way of construction, as well as the much needed Southern Wisconsin Railroad. By the bridge to be built at Dubuque, Milwaukee, will be in running connection with the whole system of railroads of Northern Iowa.

Massachusetts Railroads.

The following statement of the condition of the steam railroads of Massachusetts and their operations in 1863, is gathered from the last annual returns:

Capital stock.....	\$69,362,052
Capital paid in.....	57,546,563
Cost of roads and equipment	66,809,802
Total length of miles in main roads and branches, (single and double tracks)	1,941
Total income in 1863.....	11,950,739
Working expenses.....	6,571,003
Net earnings	5,379,673
Interest paid	1,017,837

Among the dividends declared for 1863 were the following: Boston and Lowell, 7 per cent; Maine, 8; Providence, 8; Worcester, 9; Connecticut River, 6; Eastern, 6; Fitchburg, 6; Fitchburg and Worcester, 6; Nashua and Lowell, 8; New Bedford and Taunton, 6; Norwich and Worcester, 5½; Old Colony and Newport, 6; Providence and Worcester, 8; Taunton Branch, 8; Western, 9; Worcester and Nashua, 6.

The Gold Bill.

The following is an official copy of the resolution authorizing the Secretary of the Treasury to dispose of the surplus gold:

Resolved, That the Secretary of the Treasury be authorized to anticipate the payment of interest on the public debt by a period not exceeding one year from time to time, either with or without a rebate of interest upon the coupons as to him may seem expedient, and he is hereby authorized to dispose of any gold in the Treasury of the United States not necessary for the payment of interest of the public debt.

Provided, That the obligation to create a Sinking Fund by the act of February 25th, 1862, shall not be impaired thereby.

The act alluded to provides that the duties on imports shall be paid in coin or old demand notes; and the coin so paid shall be set apart as a special fund (1) to the payment of interest in coin on the bonds and notes of the United States; (2) to the purchase or payment of one per centum of the entire debt of the United States to be made within each fiscal year after the 1st day of July, 1862, which is to be set apart as a sinking fund; and (3) the residue thereof to be paid into the Treasury of the United States.

The Albany and Boston Railroad.

A bill has been pending before the Legislature to secure the relaying of the track between Waterford Junction and Eagle Bridge, with a favorable prospect of its passage. The opponents of the measure, however, have effected an agreement which, if carried out, will induce the friends of the bill to withdraw it, and further movements to secure its passage will be suspended for the present, to afford an opportunity to carry out the new proposition. The Troy and Boston, the Rutland Burlington, the Cheshire, the Fitchburg, Rutland and Washington, and the Albany and Boston Railroads, will enter into an agreement whereby a continuous and through connection shall be secured from Albany to Boston over those roads. For this purpose, a track will be laid from the track of the Northern road, in West Troy, over the bridge into the depot of Troy. If this project shall be consummated, and trains run from Boston into this city without change of cars, over the roads named, the friends of the measure now pending in the Legislature will, it is said, be satisfied.—*Albany Evening Journal.*

Steel Boilers.

Some interesting experiments have been made in Prussia with steel steam boilers, an account of which has been published in *Dingler's Polytechnic Journal*. A steel boiler of the egg-end shape, four feet in diameter and thirty feet in length, without flues, was tried. It had a steam drum two feet in diameter and two feet in height, and the plates were one-fourth of an inch in thickness. Beside it there was placed another boiler, similar in every respect, excepting that the plates were of iron 0.414 of an inch in thickness. The steam boiler was tested by hydraulic pressure up to 195 pounds on the inch, without leakage, and both the iron and steel boilers were worked under a pressure of 65 pounds on the inch for about one year a half. During this period the steel boiler generated twenty-five per cent. more steam than the iron one, and when they were thoroughly examined after eighteen months' practical working, there was less scale in the steel than in the iron boiler. The former evaporates 11.66 cubic feet of water per hour; the iron boiler 9.37 cubic feet. The quantity of coal consumed was on an average 2,706 pounds for the steel one in twelve hours, and 2,972 pounds for the iron boiler. The plates of the steel boiler over the fire were uninjured, while those of the iron one were worn out. In Prussia several

worn out plates of iron boilers have lately been replaced with steel, which, it is stated, lasts four times as long. As steel is twice as strong as iron, thinner plates of the former may be employed for boilers, and more perfect riveting can be secured. A greater quantity of steam can also be generated in the steel boiler on account of its thin plates, and thus much fuel may be economized. Such steam boilers should engage the attention of all who make and use steam boilers for engineering and manufacturing purpose.

Platt County Railroad.

The *Missouri Democrat* of the 11th ult., says that the Platte County Railroad "is attracting much attention now. Since it has been advertised for sale, parties have begun to inquire into its value. Its net receipts last year are said to be over \$100,000, and its passenger receipts alone for February last, were \$8,900. As the minimum price of the road is \$826,000, its value as an investment is operating on our capitalists, and you need not be surprised if a company of St. Joseph men become the purchasers. The road is to be sold for cash, but the coupons on the bonds issued to it by the State are to be received as cash. Agents are in New York negotiating for the coupons. The bondholders are ignorant of the value of the road, and will no doubt eagerly embrace the opportunity of converting their coupons into cash at almost any figures. It is to be hoped our Western men may for once steal a march on their sharp Eastern brethren."

Minnesota Railroad Matters.

The *La Crosse Republican*, in speaking of Minnesota railroad matters, as bearing upon La Crosse, says:

Mr. Chamberlain intends to build the Minnesota Central (formerly known as the Cedar Valley Railroad) as far south as the Iowa and Minnesota State line, to a point that is nearly one hundred miles west from La Crosse, there to connect with a line extending down through Iowa. The Minnesota Central intersects the Winona and St. Peter Railroad, at Owatonna, about the same distance west from the Mississippi.

Unless La Crosse secures the early construction of a more direct road, via Root River, to some point on the Winona and St. Peter Railway, the Milwaukee and St. Paul Railroad Company, and the Minnesota Central Railway Company, both of which are owned by the same capitalists, will supply the intermediate link to complete a continuous railway connection via Winona.

The Lehigh Coal and Navigation Company have determined to issue a new mortgage loan, having twenty years to run, from the first of April, 1864, at 6 per cent. per annum, payable quarterly, for which the holders of the existing loan will be permitted to exchange at par, provided notice of their intention to do so is given before the 19th of April, 1864. The exchange of the old or existing bonds, which have six years to run, for the proposed new bonds, having twenty years to run, is entirely optional with holders of the existing bonds.

The *Pittsburg Commercial* gives the following as the quotations for local bonds in that city:

Allegheny County Compromise 6s.....	80½
Pittsburg Compromise 6s.....	75
Pittsburg Municipal 6s.....	95
Allegheny County (to Railroad), with back coupons.....	95
Pittsburg (to Railroad), with back coupons.....	90
Pittsburg and Conn. R. R. mortgage 6s.....	81
Allegheny Valley 1st mortgage 7s.....	105
Allegheny County Bounty Bonds.....	90
Allegheny City 4s.....	67

Dansville and Genesee Valley Railroad.

The following gentleman have been selected as directors of this company: George Hyland, James Faulkner, Chas. Shepard, James C. Jackson, Jesse Angell, Hugh McCartney, Sidney Sweet, Alonzo Bradner and Orville Tousey, Dansville; Hugh T. McNair, West Sparta; Anson D. Smith, Mt. Morris; Isaac Butts and William Kidd, Rochester.

The road, when constructed, will be 15 miles in length, extending from Dansville to Mt. Morris. The amount of capital stock is \$150,000.

Extensive Coal Depot.

We understand that proposals have been made by agents authorized by the New York Central Railroad Company, for the purchase of the premises at Niagara, formerly known as the Car Factories and grounds. The ostensible design is to construct there a mammoth coal yard for the supply of Western Canada. The road is soon to be completed to Fort Erie, by the assistance of the New York Central, and the coal is to be transported from the American side to Fort Erie, and thence to Niagara. The intention is to have no change of cars, as the coal cars will be ferried across the river at Fort Erie.—*St. Catharines (Canada) Journal*.

Marietta and Cincinnati Railroad.

The engineer has completed the surveys for the bridge over the Ohio River from Belpre to Parkersburgh, and is now engaged on the plan and drawing. It is expected that the work on this important structure will be commenced this Spring.

Copake Iron Mines.

The Copake Iron Company, whose mines are situated in Columbia Co., N. Y., expect during the Spring to mine and forward two or three hundred tons of iron ore daily. Mr. D. B. Martin recently an engineer in the employ of the Erie Railroad Company, has been engaged as Superintendent. The demand for this ore is sufficient to warrant the yearly production of one hundred thousand tons. On the 17th, a large meeting was held at Poughkeepsie, to take measures to build a railroad from the latter place to Copake.

A company has been formed in France to supply steamers for the navigation of its canals. Sixteen vessels of 16 horse power are being constructed by it at Argenteuil. Three of the same description are already at work, and are said to be profitable.

A meeting of the first and second mortgage bondholders of the Pittsburg, Fort Wayne and Chicago road has been called by Winslow Lanier & Co., of New York, for the 7th of April, in pursuance of the provisions of the deeds of trust, for the purpose of considering certain modifications of the present financial system of the Company, to which the consent of a majority in interest of each of these classes of bondholders, by a vote at a meeting, is necessary. The principle of the proposed measures was submitted to the annual meeting of the corporation held at Pittsburg on the 16th ult., at which were represented a majority of the stockholders, and of each class of the bondholders, and was unanimously approved.

Gen. McCallum, Inspector of Railroads, has taken possession, in the name of the United States, of all the unfinished locomotives of the Portland Company's works. They were being constructed for the Grand Trunk Railway.

Fulton Coal Co.

We have several communications in respect to this company, in reply to which we say, that the original corporation was "The Northumberland Improvement Company," with a capital of \$300,000, dividend into shares of \$50 each, and organized in 1854, on 4000 acres of land. In 1857 the capital stock was reduced from \$50 to \$10 per share. In 1859, by virtue of an act of Assembly, the shares were again reduced to \$5 each, thereby saving in tax on capital. The name was at the same time changed to "The Fulton Coal Company." The company now own about 1856 acres of land, nearly the whole of which the report of geologists and engineers say is underlaid with very large amounts of white and gray ash anthracite coal. Whether any portion of the lands referred to have been sold we cannot say. The same report states that five of the veins can be worked above water level. The Philadelphia and Sunbury Railroad runs through the lands. The Company is represented as not only clear of debt, but owns 3000 shares of its own stock, equal, at Saturday's prices, to about \$52,500.—*Phila. Ledger*.

Lake Ontario and Hudson River Railroad.

The project of a railroad penetrating the wilderness of Northern New York, which has successively been known as the Sacketts Harbor and Saratoga, and Lake Ontario and Hudson River Railroad, and more recently as the Adirondac Company, now exhibits signs of vitality which promise a speedy and successful issue. New surveys of the route are nearly completed, and we are assured that preparations are in progress to put the work in hand with the least possible delay. The Eastern terminus of the road—which will be either at Saratoga Springs or Ballston Spa—is now the most important question remaining unsettled, and it is one of no little interest to the company and to the people of this vicinity.

The natural terminus of the road is Albany, and here is where it will terminate. The road should, we trust will, be speedily completed. The Saratoga meeting adopted the following:

Resolved, That in order to facilitate this location, a committee, to consist of Augustus Bockes, J. M. Davison, John Denton, H. H. Hathorn and W. J. Hendrick, be appointed to negotiate with the land owners in the towns of Greenfield and Saratoga Springs, along the several routes pointing to this village, and to secure the right of way, conditionally, upon the most favorable terms.—*Saratogian*.

The first locomotive engine was landed last month at Ceylon from the ship Palmerston. It was sent ashore on a bamboo raft, and was to be drawn to the railway station by a team of three elephants.

J. N. McCulough, Esq., lately appointed General Superintendent of the Pittsburgh, Fort Wayne and Chicago Railroad, and Cleveland and Pittsburgh Railroad still retains the Presidency of the latter road; the Vice-President, James F. Clark, discharging the duties of President in his absence.

T. B. Blackstone, Esq., has been made President of the Chicago and Alton Road, in place of Hon. James Robb, resigned.

Robt. Hale, Esq., late President of the Vermont and Massachusetts Railroad, takes the position of General Superintendent of the Chicago and Alton Railroad.

E. A. Chapin, Superintendent of the Rutland and Burlington Railroad has resigned his position for that of Superintendent of the New York and Harlem Railroad, upon which he enters the 1st of April.

Ohio and Mississippi Railroad.

We learn from the Cincinnati *Gazette* that the Ohio and Mississippi Railroad Company have "purchased transfer grounds at Storrs, three-fourths of a mile in length, embracing all the land south of the canal and west of Mill Creek, with an unimportant exception. It is above high water, and arranged for five miles of side tracks, intended for the storage of cars of the Atlantic and Great Western, the Cincinnati, Hamilton and Dayton, the Ohio and Mississippi, and such other roads as may desire to use them. The Ohio and Mississippi Railroad Company have recently removed the buildings on these grounds, and are now erecting a warehouse 800 feet in length by 65 feet in width, with two tracks running through it, and two adjacent, all of which are arranged for the wide and narrow gauges. Four of the longest freight trains can occupy the building at the same time, and transfer their freight to each other. Trains on the inside tracks can be housed in perfect safety if necessary. The Ohio and Mississippi Railroad Company have shown a wise foresight in securing such an eligible location for the purpose, and are pursuing to completion, with commendable energy, the necessary buildings for the accommodation of the immense transfer business now done at this point."

RAILROAD IRON.

2,500 TONS RAILROAD IRON, 50 lbs. per yard.
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 In yard and on shipboard to arrive. All New York and Erie pattern, of best English make, and inspected at the works. For sale by
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HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

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OFFICE OF THE AETNA FIRE INSURANCE CO. OF NEW YORK,

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THE DIRECTORS OF THIS COMPANY have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT, payable on demand. Also, a SCRIP DIVIDEND OF FIFTY (50) PER CENT, to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND OF SIX PER CENT, in Cash on all outstanding scrip, payable on demand; all free from Government tax.

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ELLWOOD WALTER, Pres't.

CHAS. NEWCOMB, Vice Pres't.

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OFFICE OF THE COLUMBIAN (MARINE) INSURANCE COMPANY,

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Losses adjusted and paid, }

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Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid \$300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.

THOS. LORD, Vice-President.

WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

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